



Planning Justification Report

Zoning By-law Amendment

Simcoe County Housing Corporation Affordable Housing Development

29 & 45 Birch Street, Town of Collingwood

Prepared for: Simcoe County Housing Corporation

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Date: August 20, 2025

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1.0 Introduction

This Planning Justification is submitted in support of the Simcoe County Housing Corporation’s (SCHC) application to the Town of Collingwood for a site-specific zoning by-law amendment application, for the subject property known municipally as 29 and 45 Birch Street.

The purpose of this report is to describe the subject lands and to provide an assessment of how the proposed development meets applicable planning policies in consideration of the property’s context, location, and condition. The report will review the proposed development in the context of the applicable Provincial, County, and Town planning documents.

A site plan control application has also been submitted to the Town for review and approval. The proposed zoning by-law amendment and site plan seek to develop 30 affordable housing rental units and a ground-level community program room on approximately 0.31 hectares (0.76 acres).

2.0 Site Description and Surrounding Uses

The 0.31 hectare (0.77 acre) Site, known municipally as 29 and 45 Birch Street, is centrally located in a built-up urban setting with access to commercial amenities, schools, transit and pedestrian connectivity.

The Site, also known as the Johnson Apartments, is currently comprised of 2 low-rise buildings containing 9 affordable housing units (Figure 1), which were donated to the Town of Collingwood in 1980. Demolition of the structures on the property is anticipated to be completed in September 2025, and the perimeter of the site will be secured.



Figure 1: Existing structures located at 29 and 45 Birch Street, Google Street View – October 2020

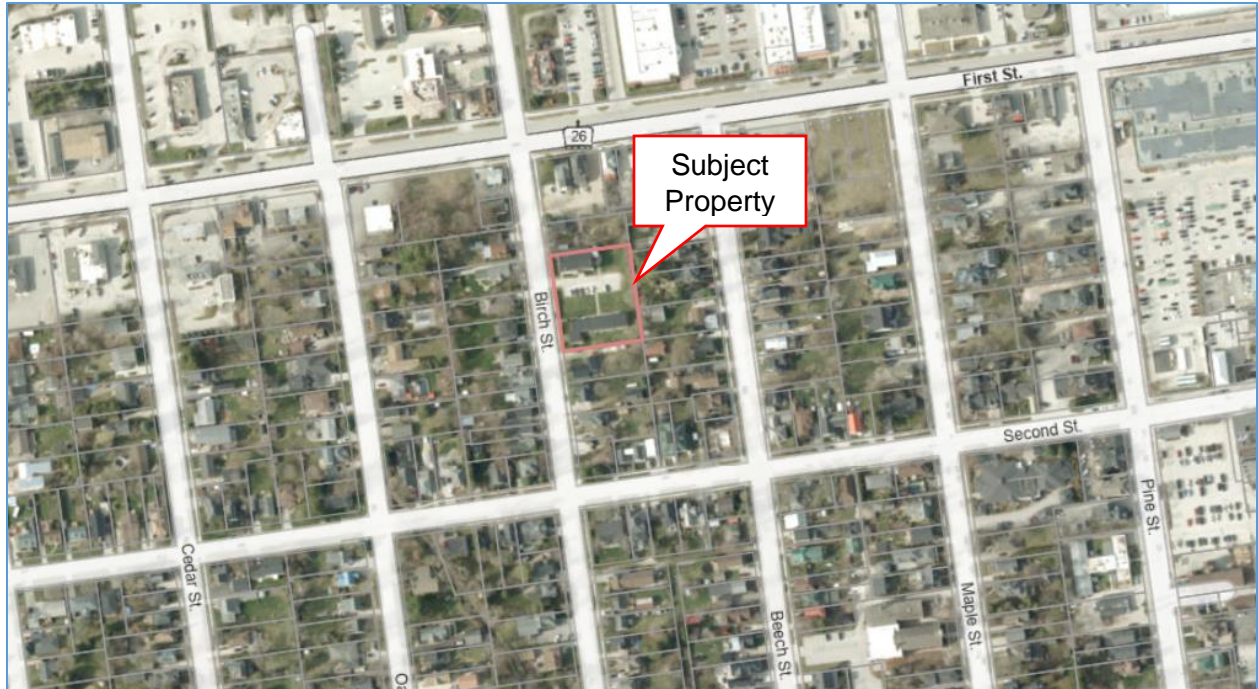


Figure 2: Site Location, OpenGIS.Simcoe.ca – 2024

As illustrated in Figure 2, the subject property has frontage on Birch Street, and the subject lands (the Site) considered for the affordable housing development are approximately 0.31 hectares (0.76 acres) in size.

The Site is surrounded by a mix of residential uses and is in proximity to commercial and employment areas. The surrounding area includes a wide variety of low-density residential housing types, ranging from single residential dwellings to multi-unit residential dwellings (Figures 2 – 4).



Figure 3: Birch Street - residential dwellings, looking south, Google Street View – October 2020



Figure 4: Birch Street – mix of residential and commercial buildings, looking north toward First Street, Google Street View – October 2020

In addition to the variety of residential housing types in the surrounding area, properties along Birch Street (a north-south local road) are designated 'Existing Residential' and 'Mixed-Use Corridor II' in close proximity along First Street (a west-east arterial road). Within walking distance east of the Site are lands designated 'Downtown'. Surrounding uses and Zoning are illustrated in Figures 8 and 9 below.

The Site is within walking distance to five transit routes, including the Blue Mountains link and the County of Simcoe Linx Transit. In addition, the Town of Collingwood Transit Hub is located at 28 Second Street, approximately 550 metres (10-minute walk) from the subject property. Transit routes that stop in proximity to the Site are illustrated in Figure 5, including the following routes:

1. Collingwood Crosstown Route
2. Blue Mountains Link
3. Collingwood West Route
4. Collingwood East Route
5. Simcoe County Linx



★ Approximate location of the Subject Property



Collingwood Transit Map

Effective January 2025



















- | | | | |
|---|-----------------------------|---|--------------------|
|  | Collingwood Crosstown Route |  | Arena |
|  | Collingwood East Route |  | Community Centre |
|  | Collingwood West Route |  | Hospital |
|  | Simcoe County LINX |  | Library |
|  | Simcoe County LINX 5-6pm |  | Municipal Building |
|  | Blue Mountain Transit Link |  | Museum |
|  | Multiple Routes |  | Point of Interest |
|  | Bus Stops |  | School |
|  | Transit Hub |  | Shopping Centre |

Figure 5: Town of Collingwood Transit System Map

3.0 Proposal

The proposed development, referenced as the Birch Street Affordable Housing Redevelopment project, is to provide affordable housing rental units in the Town of Collingwood in the form of a 3-storey low-rise multi-residential apartment building. The proposed development includes a mix of 30 rental residential units, an outdoor amenity area, and 18 parking spaces, plus 4 visitor/employee parking spaces. The multi-residential building is designed to be compatible with the residential neighbourhood, including a peaked roof, front entry, and heritage colour application (Figure 6). The Urban Design Report provides a comprehensive review of the proposed design and compatibility.



Figure 6: Conceptual site design

The proposed development will include a mix of 30 affordable rental residential units designed for seniors, families, and individuals. A combination of units provides a range of housing. The proportion of studio and one-bedroom units (Figure 7) is in keeping with the general target of the Simcoe County Housing Corporation (SCHC) approved guiding principles. The building will include the following composition of unit types:

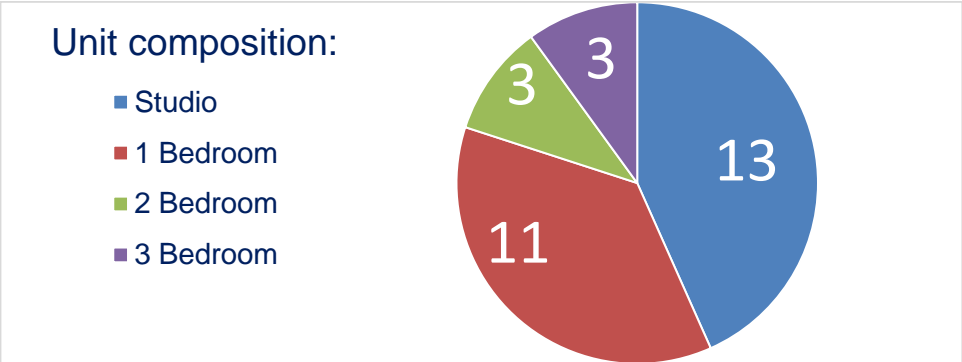


Figure 7: Composition of residential unit mix

All of the residential units utilize universal design features and can accommodate aging-in-place and persons with disabilities. The residential tenants will have access to a shared barrier-free laundry facility and a tenant common room with direct access to the outdoor amenity area. Twenty percent (20%) of the residential suites distributed throughout the building will be designed with additional accessibility features such as barrier-free kitchen and bathroom design, including barrier-free appliances and a roll-in shower with grab bars. In addition, the indoor garbage and recycling facilities, public washrooms and seating areas, raised planter beds, and community room will also be barrier-free and exceed the *Accessibility for Ontarians with Disabilities Act* (AODA) requirements.

A community program room is included in the proposed building design. The community room presents partnership opportunities with social and community agencies to work directly with

building residents, as well as community residents to promote social and health wellness and programming.

The Site is proposed to have one access point from Birch Street as a full movement driveway, with one-way stop control for egress movements. The proposed entrance meets the minimum driveway spacing and sight line requirements. Due to property constraints, a site-specific zoning by-law amendment, for a slight parking reduction, is required to accommodate the town’s on-site apartment building parking standards.

The Site will include an outdoor amenity area with raised garden boxes, a non-smoking shelter and maintenance shed, and seating. The landscaping will also include an appropriately positioned smoking shelter, accent plantings, and substantial tree plantings to enhance the Site and compatibility with adjacent residential uses. Due to property constraints, a site-specific zoning by-law amendment, to permit the maintenance shed in the front yard setback, is required to accommodate the town’s residential zoning standards.

The northern portion of the subject lands is identified to be within the Town’s ‘Strategic Growth Area’ and the southern portion within the ‘Residential Community Area’ in the Town of Collingwood’s Official Plan (2024) Schedule 1 – Growth Management Plan (Figure 8)

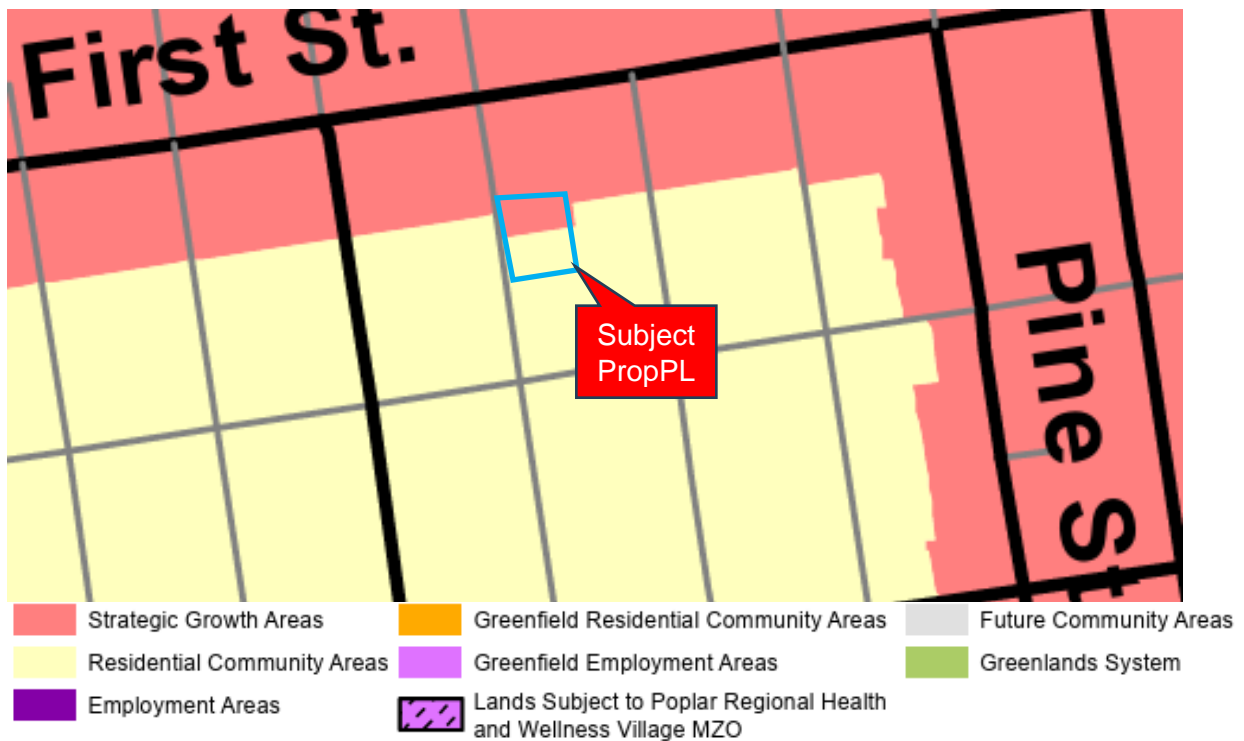


Figure 8: Town of Collingwood Official Plan Schedule 1 – Growth Management Plan

The northern portion of the subject lands are designated ‘Mixed-Use Commercial’ and the southern portion ‘Existing Residential’ in the Town of Collingwood’s Official Plan (2024) Schedule 2 – Land Use Designations (Figure 9) and correspondingly split-zoned ‘Mixed-Use Commercial’ (C4) and ‘Residential Second Density’ (R2) in the Town of Collingwood Comprehensive Zoning By-law 2010-040 (Figure 10).

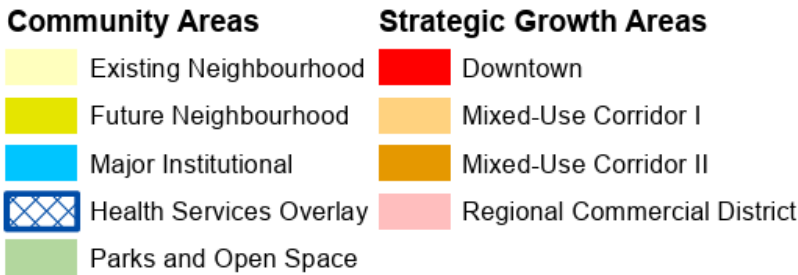
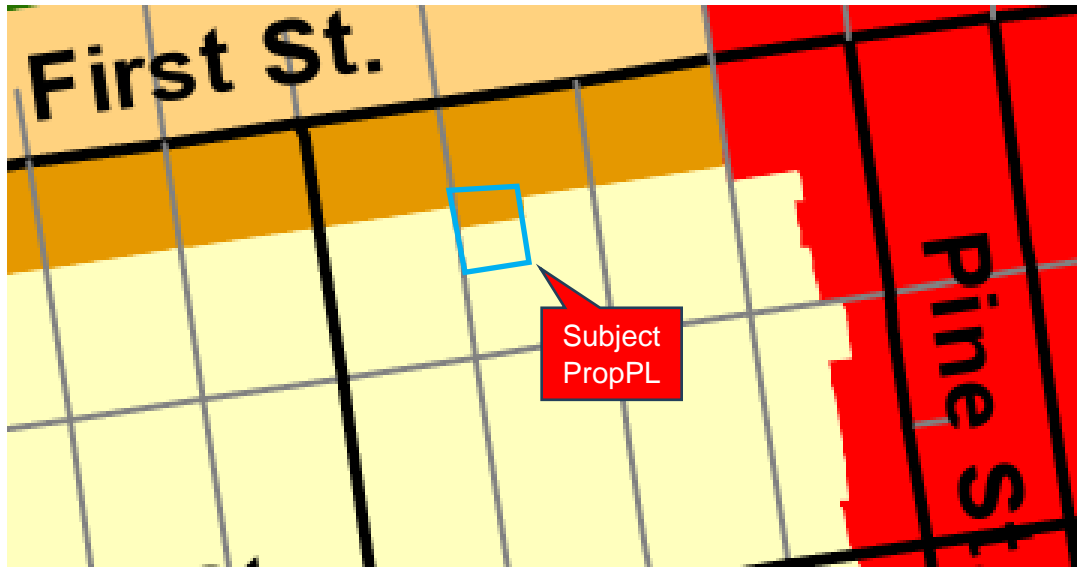


Figure 9: Town of Collingwood Official Plan Schedule 2 – Land Use Plan

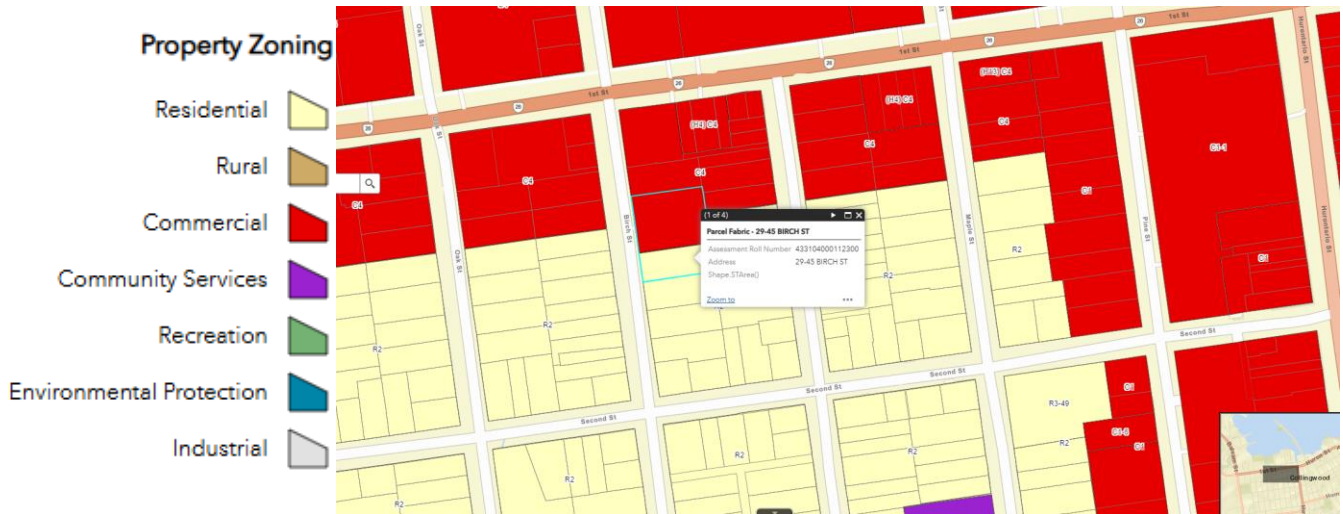


Figure 10: Zoning By-law 2010-040 Map of the Subject Property and surrounding area

The surrounding land uses are shown on Figure 10 and include the following permitted uses in the table below:

Table 1: Surrounding uses

Direction	Permitted Use
North	Commercial 'C4'
East	Commercial and Residential Density Two 'R2'
South	Residential Density Two 'R2'
West	Commercial and Residential Density Two 'R2'

The subject property is located on a local road situated on a Town block with an arterial road to the north. The shape and orientation of the building will provide an optimal layout with frontage along Birch Street, taking into consideration rear parking, building shadowing, and compatibility with adjacent permitted uses and setbacks.

Table 2: Setback requirements

Setback Provision (R3) Apartment	Required (metres) min.	Provided (metres) Building
Front (Birch Street)	7.5	15.0
Interior Side (north)	7.5	11.8
Interior Side (south)	7.5	3.0
Rear	7.5	16.8

3.1 Required Approval

The property is currently split zoned 'Residential Density Two (R2) and Commercial (C4) (Figure 9) and is proposed to be rezoned to 'Residential (R3) Exception'. The proposed Residential (R3) zone permits a low-rise apartment building.

Four (4) exceptions to the Residential (R3) Apartment standards are being requested for the property, to permit the following site-specific exceptions:

1. A reduction to the required apartment dwelling parking standard per unit. Reduce the required parking for visitor parking from 0.5 space per unit + 0.25 space/unit for visitor parking to 0.5 space per residential unit + 0.22 space/unit for visitor parking,
2. A reduction in the interior side yard on the south side property line from 7.5 metres to 3.0 metres,
3. A reduction in the Residential zone minimum landscape space from 40% to 37%, and
4. An exception from provisions 4.33.1 and 4.33.4 to permit a detached accessory building at a reduced front yard setback from 7.5 metres to 3.0 metres, and to be closer to a front lot line than the closest exterior wall projection of the dwelling unit.

3.2 Non-statutory Community Information Session

The County of Simcoe hosted a drop-in Community Information Session on Tuesday, July 15, including an afternoon session (1:00 p.m. – 3:00 p.m.) and an evening session (5:00 p.m. – 7:00 p.m.). Approximately 40 participants attended the information sessions, including property neighbours, consultants and County and Town representatives.

The intent of the community information session was to share project information and gather community feedback on the proposed building design and site layout. The information displayed provided an overview of project information, proposed building and site design, community services and public uses, landscaping and neighbourhood compatibility.

The following is a summary of the comments, and a response to the comments is provided in the Table below:

Table 3: Community Information Session comment & response summary

Item	Comment	Response
Support	Sounds like a good solution to the housing affordability problem.	The proposed development will include a mix of affordable units for seniors, families and individuals.
	This is a great project.	
Availability	How and when can I able for a unit at this location?	Following the confirmation of existing tenants' right-of-first-refusal, the remaining available units will be open to receive application submissions, generally 6 months before anticipated occupancy. The application system is currently being digitized. Updates will be made available on the County's website in a timely manner, once finalized.
Parking	Insufficient parking spaces	18 parking spaces were presented for residential parking. Concern about insufficient on-site parking was raised. An additional 4 spaces are now proposed to be added to accommodate parking for visitors and staff.
Grading	Concern about overland water flow going into neighbouring rear yards	The Grading Plan prepared by Pearson Engineering demonstrates that the proposed grading will capture overland water flows and direct them west toward municipal catch basins.
Exterior lighting	Concern about parking lot lighting	The photometric plan demonstrates there will be no exterior lighting overspill beyond the property line. Appropriately sized lighting poles and downward pedestrian lighting are proposed on the associated site plan.
Shared trees	Are all of the trees going to be removed?	The Tree Preservation Plan identifies the healthy and mature trees to be preserved. Unfortunately, many trees along the shared property line are considered to be in poor health or will be negatively impacted by development activities. The County

		proposes to replace trees to the neighbours' satisfaction.
Privacy Fencing	Concern about maintaining backyard privacy	Low-rise buildings and a respect for privacy can be achieved when design, orientation, and appropriate setbacks are arranged to mitigate overlook. The proposed development does not contemplate balconies or decks, which further reduces the potential for overlook. A 7-foot tight-board privacy fence is proposed to be installed along the property's perimeter with adjacent neighbours.
Property Value	Concern that the proposed affordable housing development will reduce neighbouring property values	According to the Ontario Human Rights Commission, "Many studies on affordable housing conclude that there is no impact on property values. One study done in Toronto found that, "there was no evidence that the existence of the supportive housing buildings studied has negatively affected either property values or crime rates in the neighbourhood. Property values have increased, and crime decreased in the period considered by the study." Reference source: Ontario Human Rights Commission ' Overcoming opposition to affordable housing ' The County's long-term financial plan is updated and presented to County Council annually to guide budgetary decision-making. The annual budget encompasses directed and approved service levels, capital projects, debt levels, and revenue sources. Statutory public consultation is a requirement for specific proposed land use applications, such as the proposed site-specific Zoning By-law (ZBA).

4.0 Policy Context

The proposed development is supportive of applicable planning policies of the Province of Ontario, the County of Simcoe, and the Town of Collingwood as set out in the Provincial Policy Statement (2024), the County of Simcoe Official Plan (Consolidated 2023), and the Town of Collingwood Official Plan (2024).

4.1 Provincial Policy Statement (2024)

The Provincial Policy Statement, 2024 (the “PPS”) replaces the PPS 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, and provides direction and planning policies for the development and use of land province-wide and applies to the subject property.

The PPS has been reviewed, and the following is a summary of the relevant policies as they relate to the proposed development. The Provincial Policy Statement 2024 (PPS) came into effect on October 20, 2024, and applies to all planning decisions made on or after that date.

Section 2.1 of the PPS 2024 states that municipalities should be able to accommodate growth for a minimum of 15 years through designated and available land for residential development, to provide for an appropriate range and mix of housing options and densities to meet long-term needs to support the achievement of a complete community including improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.

The proposed low-rise affordable housing rental development will provide housing options for seniors, families, and individuals. Approximately 20% of the units will be barrier-free to accommodate persons with disabilities, and the majority of the units will include universal design features that assist residents to age-in-place.

Section 2.2 states that planning authorities shall provide for an appropriate range and mix of housing options and densities to meet the projected needs of current and future residents, including housing that is affordable to low and moderate-income households, and housing options that meet the social, health, economic and well-being requirements. In addition, planning authorities shall promote densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation, and are transit-supportive.

The proposed development adds to the Town’s supply of a range of housing, as a rental option, provides for intensification on an underutilized lot, utilizes existing infrastructure, uses land efficiently through a compact urban form, and is transit supportive by adding to the population base in proximity to existing transit routes.

The proposed development will intensify the Site from nine (9) affordable housing rental units to thirty (30) affordable rental units for low to moderate-income households. The average rent of the 30 residential units will not exceed 80% of the average market rent (AMR) as determined annually by the Canada Mortgage and Housing Corporation (CMHC). The proposed development will also include a Community Program Room on the ground level for community partners for programs and activities that promote health and overall well-being for residents and community members. The proposed development will increase affordable housing on the Site and will be serviced with existing infrastructure and public service facilities, including municipal transit services.

Section 2.3 of the PPS directs the focus of growth and development towards settlement areas and notes that settlement areas should be based on densities and a mix of land uses which efficiently use land and resources; optimize existing and planned infrastructure and public service facilities; support active transportation; and are transit-supportive, as appropriate. The

Site is located within the Town of Collingwood, which is an identified settlement area and in proximity to a mix of commercial, recreational, and community uses.

The Site will take a compact form and is proposed to increase the density from 29 units per hectare (9 units / 0.31 hectares) to approximately 97 units per hectare (30 units / 0.31 hectares), which will make efficient use of the property. The proposed development enhances the diversity and mix of residential rental offer: delivering a range of affordable rental dwelling units (studio, 1, 2, and 3-bedroom apartments), providing for a greater range and mix of housing options and represents appropriate intensification within a built-up area identified for intensification.

Section 2.9 contains specific requirements for planning authorities to support energy conservation and efficiency, improved air quality, and preparation for the impacts of a climate change through land use and development patterns that promote compact form, promote the use of active transportation and transit, promote green infrastructure and low impact development and consider additional measures to help reduce greenhouse gas emissions and improve community resiliency.

Energy conservation is demonstrated in the County's experience with achieving LEED-like energy efficiency standards. The proposed building will be designed to incorporate Passive House (PH) design, where feasible, to achieve optimum building performance. PH design further improves energy efficiency by minimizing air leakage, increasing indoor air quality, providing protection from noise pollution, and reducing operation and utility costs. Consideration of PH design as an intentional part of the project would have the additional benefit of increasing the economic sustainability by lowering greenhouse gas emissions, and additionally, for residents, it will result in lowered utility bills with more money available for families' necessities.

In addition to maximizing energy efficiency, efforts to reduce carbon footprint and greenhouse gas emissions will also be made. Through the site plan process, it will be determined if the local electrical distribution can sufficiently supply electric vehicle charging stations. It is anticipated that future demand will require adaptation for EVs. At a minimum, the Site will be designed to include conduits in anticipation of future electric vehicle (EV) charging station capabilities. The building will also be structurally designed to accommodate solar panels, should funding be made available for future installation.

Section 3.1 of the PPS 2024 sets out policies that address infrastructure and public service facilities and promotes the efficient and financially viable provision of infrastructure, provides policy direction for the efficient use of existing and planned infrastructure, as well as planning for the integrated land use planning and growth management so that infrastructure and public service facilities are financially viable over their life cycle and available to meet current and projected needs. The proposed development demonstrates efficient use of existing infrastructure and will contribute to the current need for affordable housing and community programming space as part of the multi-unit residential rental building.

Section 3.2 of the PPS 2024 promotes safe and efficient movement of people and goods as part of a multimodal transportation system and encourages improved connectivity. The proposed development is situated with lot frontage on Birch Street, a local road and near First Street, an arterial road and will contribute to the efficient use of the existing transportation system, including the surrounding road network. In addition, the Site is in proximity to the existing Town of Collingwood transit system, with connectivity to the Town of Blue Mountains and County of Simcoe Linx Transit.

The Site and its close proximity to commercial uses and walkability will aid in reducing the amount of vehicle trips in the area and support the use of both the transit and active transportation networks. The proposed development contributes to the efficient use of the existing transportation system. Active transportation will be promoted with clear pedestrian access to the existing streetscape and municipal sidewalks and through the provision of secure bicycle and scooter storage and bicycle parking for approximately 15 spaces.

A Traffic Brief, prepared by J.D. Engineering Ltd., dated August 20, 2025, has been completed in support of the application and confirms that the Site is not expected to have an impact on the operations of the adjacent road network. The Parking Analysis Study further confirms that the parking supply is considered sufficient for the proposed development.

Section 3.6 states that municipal sewage services and water services as the preferred method of servicing in settlement areas. The proposed development is to be serviced by full municipal water and wastewater systems, and no extensions/upgrades are required. The servicing and stormwater management strategy for the Site is detailed in the Stormwater Management and Servicing Report (FSR) prepared by Pearson Engineering, dated August 2025.

Sewage, water and stormwater policies include the requirement for planning authorities to ensure efficient use of municipal sewage and water services and that stormwater management shall be optimized, feasible and financially viable over the long term, and minimize erosion, contamination, and mitigate risk to human health, safety, property and the environment. The Site can be accommodated on full municipal water and sewage services as outlined in the Stormwater Management and Servicing Report, which is summarized in Section 6.1 of this Report.

Section 4 of the PPS promotes the wise use and management of resources. Accordingly, natural heritage, water, agriculture, minerals and petroleum, mineral aggregate resources, and cultural heritage and archaeology shall be protected. The Site of the proposed development does not have any identified natural heritage features or archaeological potential.

With respect to the PPS policies regarding protecting and improving water quality and quantity, the proposed development is located within a Nottawasaga Valley Conservation Area (NVCA) regulated area. The proposed development on the Site is for the redevelopment of an existing residential use currently within the identified flood plain limit (Figure 11), will include significantly improved flood-proofing measures, and no negative impacts on the water quality are anticipated, as outlined in the Hydrogeological Investigation, which is summarized in Section 6.3 of this Report. Surface water quality and quantity are discussed in the stormwater management section of the PPS review, as well as the review of the Stormwater and Servicing Report that was undertaken for the Site.



Figure 11: Town of Collingwood Official Plan Schedule 3.1 - Floodplain Limits (NVCA jurisdiction)

Section 5.2 of the PPS pertains to reducing the potential risk to the public from health and safety issues associated with natural hazards.

PPS policy 5.2.3 c) states development and site alteration shall not be permitted within areas that would be rendered inaccessible to people and vehicles during times of flooding hazards, erosion hazards and/or dynamic beach hazards, unless it has been demonstrated that the site has safe access appropriate for the nature of the development and the natural hazard; and d) a floodway regardless of whether the area of inundation contains high points of land not subject to flooding.

A portion of the subject property is within the identified floodplain limit of the Town's Official Plan Schedule 3.1 'Natural Hazards'; however, the proposed residential developable area and Site access are not within the identified floodplain limit (Figure 12).

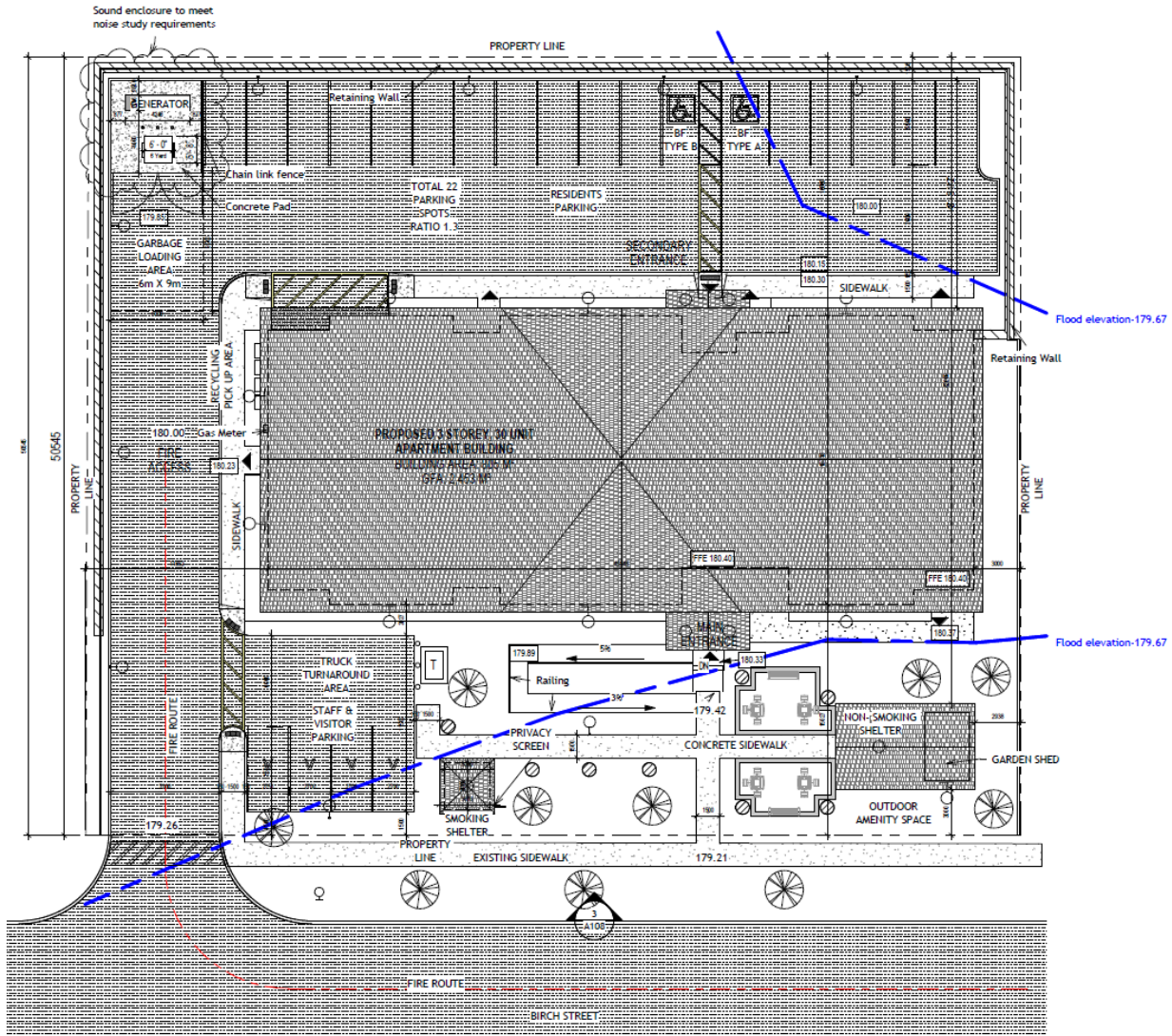


Figure 12: Access and habitable areas elevation above the identified flooding hazard area

Policy 5.2.8, despite policy 5.2.3, states that development and site alteration may be permitted in those portions of hazardous lands where the effects and risk to public safety are minor, could be mitigated in accordance with provincial standards, where all of the following are demonstrated and achieved:

- a) development and site alteration is carried out in accordance with floodproofing standards, protection works standards, and access standards; b) vehicles and people have a way of safely entering and exiting the area during times of flooding, erosion and other emergencies; c) new hazards are not created and existing hazards are not aggravated; and d) no adverse environmental impacts will result.

Proposed Site access and habitable areas are elevated above the identified hazardous lands and floodplain limit. The Site access and residential building will be designed and constructed in accordance with floodproofing standards. An associated development permit and supporting documents will be submitted to the Nottawasaga Valley Conservation Authority (NVCA) for review and approval.

Emergency service vehicles such as the Town's fire truck can enter and exit the Site from the municipal street in times of flooding, erosion and other emergencies. No new hazards will be created. A site-specific Emergency Response Plan has been submitted in support of the proposed development, which itemizes the safety, mechanical, and operational measures implemented to address the potential need to shelter-in-place, if warranted. In addition, the habitable area of the site will be significantly improved through the proposed redevelopment, and no adverse environmental impacts will result.

As per Section 5.3 of the PPS, the subject property proposed to be developed is not located on, or abutting or adjacent to lands affected by Human-made hazards; oil, gas and salt hazards; or former mineral mining operations, mineral aggregate operations or petroleum resource operations or contamination.

Based on this review, the proposed development is consistent with the applicable policies of the PPS.

4.2 County of Simcoe Official Plan (Office Consolidation February 2023)

The County of Simcoe Official Plan provides a county-wide land use policy framework designed to assist growth management by balancing the demands for economic development, community building, and environmental conservation in coordination with member municipalities, such as the Town of Collingwood.

The subject property is located within the Collingwood settlement area boundary and designated "Settlements" on Schedule 5.1 – Land Use Designations of the County of Simcoe Official Plan.

The Growth Management Strategy in Section 3.1 of the Plan directs a significant portion of growth and development to settlements where it can be effectively serviced, with a particular emphasis on primary settlement areas such as the Bradford settlement area. More specifically, Section 3.1.4 of the County Official Plan also encourages the development of a wide range of housing types, including affordable housing.

Section 3.5. provides for planning for growth management and development. The proposal for the Site achieves the applicable policies of this section, including providing compact development for a mixed-use apartment building (affordable rental), utilizing existing municipal services with frontage on two municipal roads. In addition, the proposed development focuses growth to a primary settlement area, contributing to the municipality's intensification target.

Section 4.1 provides policies related to built form and accessibility to a variety of mixed community uses. More specifically, an appropriate range of housing types and densities in proximity to a variety of community and public services is encouraged. The proposed development of an affordable rental apartment building and ground floor community and social service agencies provides a housing type and density that contributes to a complete community and is located within the Town of Collingwood's residential area in proximity to a variety of amenities, such as parkland, schools and commercial areas. In addition, the proposed development includes community and social services and community program rooms. The proposed mixed-use development will contribute to the coordination and cost-effectiveness of the proposed intensification of the Site with access to transit and active transportation.

Section 4.3 supports the creation of affordable housing to address health and long-term community vitality to meet identified housing needs, reduce housing inequality, improve housing quality, and provide for the efficient delivery of affordable housing. The proposed development will contribute to the Town’s affordable housing stock and targets as outlined in the County’s 10-Year Affordable Housing and Homelessness Prevention Strategy. The Simcoe County Housing Corporation Affordable Housing Development Master Plan identifies a series of guiding principles with regard to capital considerations. For new facility construction and operation, costs are examined over the long term. All the future capital requirements, such as roof replacements, elevators, piping, retaining walls, etc., are calculated into an annual capital allowance to ensure that funding for future capital repairs is available in a dedicated capital reserve rather than negatively impacting the tax levy. This method is planned for this development and creates an operationally self-sustaining building over the long term.

Section 4.5 aims to conserve and ensure the wise management of natural resources. With respect to policies regarding protecting and improving water quality and quantity, a portion of the Site is located within a Nottawasaga Valley Conservation Area regulated area. The proposed redevelopment on the Site is considered a minor revision to existing residential use, as the percentage increase of total building area is only 36% (Figure 13), and no negative impacts on the water quality are anticipated as outlined in the Hydrogeological Investigation, which is summarized in Section 6.3 of this Report.

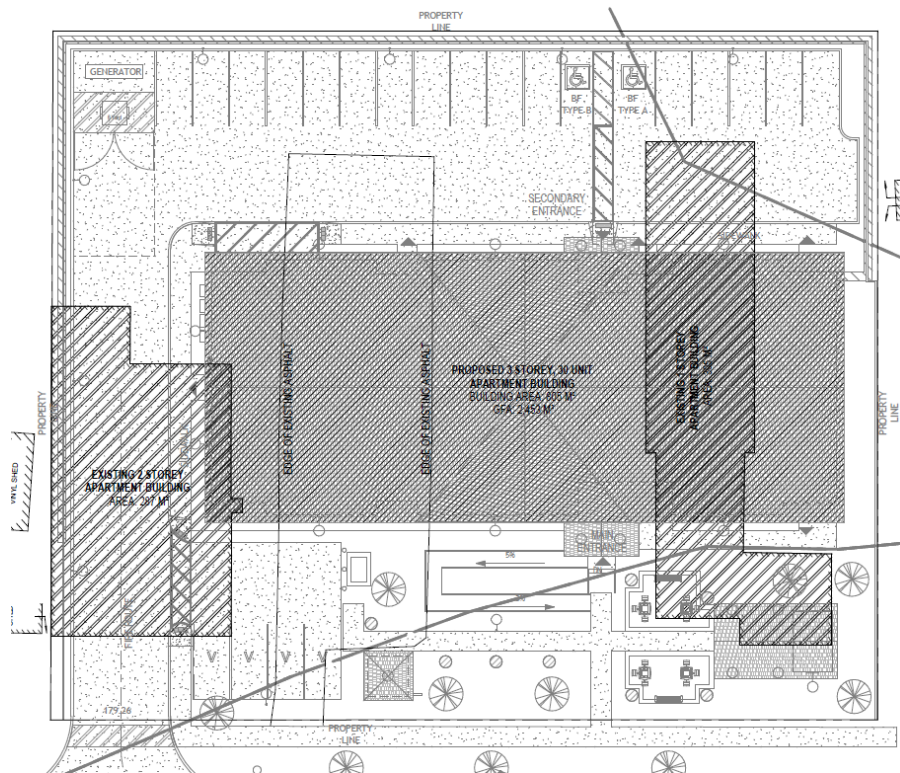


Figure 13: Building area overlay of existing residential use

Surface water quality and quantity are discussed in the stormwater management section of the PPS review, as well as the review of the Servicing and Stormwater Report that was undertaken for the Site.

The proposed development is above the Regional Flood Line Elevation (179.83 metres), and Site access and residential building development will occur outside of the identified flood limit. To accommodate the development, however, the proposed outdoor amenity area is within the identified flood limit and subject to potential flooding. In a potential flood event, the residential building and all building openings are above the Regional Flood Line Elevation at 180.40 metres, and the building is floodproofed for additional safety.

In the event of a storm greater than the 100-year storm, the site has been graded to allow stormwater to be conveyed westwardly towards the existing municipal stormwater catchment system without negatively impacting the proposed building or neighbouring properties. The proposed post-development storm drainage patterns can be found in the Stormwater Management and Servicing Report Drawing STM-2. The proposed development will connect to existing municipal services located on Birch Street.

Section 4.8 provides policies specific to transportation. The proposed development can be accommodated on the existing municipal road network and provides opportunities for residents and visitors to walk, cycle and use public transit.

The proposed development meets the goals of the County Official Plan. The Site does not contain any significant natural or cultural heritage resources, and the development achieves the wise management and use of County resources and is a cost-efficient use of existing infrastructure, contributes to infill development and affordable housing, and adequately protects public health and safety.

Based on the above, it is concluded that the proposed development conforms with the applicable policies of the County of Simcoe Official Plan

4.3 Town of Collingwood Official Plan (Approved, Modified July 2024)

On December 11, 2023, the Town of Collingwood Council adopted a new Official Plan, and it was approved by the County of Simcoe Council on September 24, 2024, with modifications. Site-specific sections of the Town's Official Plan are currently under appeal. Relevant sections of the Official Plan under appeal will therefore reference the Town of Collingwood Official Plan's (2004) (Consolidated January 2019) applicable policies in the following Section of this Report.

The Town of Collingwood Official Plan (2024) contains the following land use designations for the subject property (Figure 8: Town of Collingwood Official Plan – Schedule 1 and Figure 9: Town of Collingwood Official Plan – Schedule 2):

- Schedule '1' - Growth Management – Identifies the subject lands as a Strategic Growth Area and 'Residential Community Areas'.
- Schedule '2' - Land Use Plan – Identifies the subject lands as 'Mixed-Use Corridor II' and 'Existing Neighbourhood'.

Section 3.2 of the Town Official Plan encourages the provision of a range and mix of housing options, including tenure and affordability characteristics. The proposed development will be an affordable rental residential building operated by the Simcoe County Housing Corporation, intensifying the current use of the property.

The County of Simcoe is designated as the Consolidated Municipal Services Manager (CMSM) for this area and is responsible for the planning and delivery of community housing for low-to-moderate income households. In addition, the County oversees the administration of numerous affordable housing programs and initiatives that provide housing assistance for seniors, families, and individuals.

The County of Simcoe is the direct owner and manager of the Simcoe County Housing Corporation (SCHC), a housing provider regulated by the *Housing Services Act, 2011*. The Simcoe County Housing Corporation (SCHC), as a housing provider, has a strategic role in sustaining and expanding the County's community housing system to help implement the County's goals for the housing and homelessness prevention strategy.

The proposed residential development includes a range of appropriately sized unit types, including studio, 1-bedroom, 2-bedroom, and 3-bedroom units.

Affordable housing is a broad term used to describe housing costs that are deemed to be affordable for households. The standard definition of affordable rental housing, according to Canada Mortgage and Housing Corporation (CMHC), is that rent costs less than 30% of a household's before-tax income. Because rent amounts vary, it can be challenging to determine what is an "affordable rent", independent of household income. Therefore, the application of average market rents (AMR), as determined by CMHC Rental Market Survey, is also accepted as an industry standard as a consistent method of applying an affordable rent and an average of 80% AMR is currently applied to Provincial funding eligibility criteria.

CMHC's methodology to determine AMR rates includes survey data of both old and new apartments; therefore, the average rent in an older long-term rental unit can be lower than what a newly built, well-constructed current incoming rental unit could command in the market. It is estimated 120% average market rent is more in line with mixed-income models that target the lower end of true market rental rates. For these reasons, the affordability range in the County's Municipal Housing Project Facilities by-law that defines affordable rental in the County of Simcoe was recently increased from 100% to 120% of AMR or, where applicable, 30% of gross annual household income.

Based on the County's Municipal Housing Project Facilities by-law, all of the residential units in the proposed development will be provided at an affordable rent.

Section 3.2 h) of the Town Official Plan permits affordable housing in all of the land use designations that permit residential development and promotes a higher intensity and taller built form in consideration of reduced per-unit land costs.

The proposed development will intensify the Site, on lands donated by the Town of Collingwood, by increasing the existing nine (9) affordable rental units to a mix of thirty (30) affordable units in a low-rise 3-storey apartment building. This permits the proposed development capital costs to go toward increasing the project's long-term sustainability by incorporating quality materials, building mechanical and electrical backup systems, and increased accessibility and energy efficiency features.

Section 3.4 of the Town's Official Plan outlines objectives that encourage supporting a healthy community and its citizens, such as active transportation, infrastructure, housing, and parks. The proposed development adds to the Town's supply of a range of housing, as a rental option,

provides for intensification on an underutilized lot, utilizes existing infrastructure, uses land efficiently through a compact urban form, has access to existing active transportation infrastructure and is within walking distance of the Town's expansive waterfront park and trail system.

The Complete Community policies in Section 3.4 d) of the Town's (2024) Official Plan are appealed and not in effect. In this case, the application completes communities and compact urban form policies in Section 2.5.2 of the Town's (2004) Official Plan apply.

The proposed development will contribute to intensification, a complete community, access to transit, local services and employment within the Town's Strategic Growth Area in a compact and walkable community. In addition, the proposed development supports the achievement of complete communities through encouraging a diverse mix of land uses, a range and mix of housing options, access to schools, recreation and open space, use of active transportation, a vibrant public realm and on-site affordable housing.

Section 3.5 – Ensuring High Quality Built Spaces that include Urban Design, Compatible Development, Crime Prevention, Barrier Free Design, Public Art, and Transit Supportive Development.

Section 3.5 b) Urban Design Manual policy is appealed and not in effect. In this case, the applicable Urban Design Standards goals and objectives in Section 3.8 of the former Official Plan will be applied. Urban Design policies encourage developments in the Town of Collingwood to retain its small town character and natural landscape and community design that contributes to a safe and appropriate streetscape, taking into consideration built form and scale appropriate to its surroundings.

The proposed development includes a low-rise built form, pedestrian-oriented streetscape, and setback from neighbouring residential properties. Architectural features have been included in the design of the building to incorporate the existing residential characteristics of the neighbourhood, such as colour blocking and a peaked and gable roof. In addition, abundant landscaping and front yard amenity area to blend in with the neighbourhood and to provide a semi-public transition from the local street to the 3-story apartment building.

Section 3.5 of the (2024) Official Plan also provides policies to ensure new development in the Town is compatible with its surrounding built form and landscape context.

A widely recognized goal of planning activities is the achievement of a high degree of land use compatibility and the assurance of appropriate uses. Appropriateness of existing and proposed land uses concerning the existing and planned community should take into consideration how development can enhance an established community and co-exists with existing development without causing any undue adverse impact on surrounding properties.

The proposed development aims to provide affordable apartment units in the Town of Collingwood, in the form of a low-rise multi-dwelling apartment building. The site is located at 29 and 45 Birch Street in a residential neighbourhood adjacent to the First Street commercial area. There is a mix of uses in the area. Existing mix of commercial uses to the north and existing residential mix of singles and multi-unit residential dwellings to the east, west and south. The proposed 3-storey 30-unit low-rise apartment building is designed with a peaked roof to resemble residential dwellings in the vicinity.

The proposed built form has been designed to maximize the Site, while maintaining appropriate setbacks, to promote an attractive street presence along Birch Street and establish a semi-public urbanized streetscape. The proposal provides for a transition of density, recognizing that the subject lands have a split designation of 'Mixed-Use Corridor II' and 'Existing Residential' in the Town's Official Plan, where a mix of densities is planned and directed. The application represents intensification on lands suitable for such a use, encouraging community-focused residential use in the existing built-up area. In addition, the scale, design and choice of proposed materials and colours have been given careful consideration to ensure compatibility and to achieve architectural diversity in the neighbourhood. Architectural treatments proposed for this development will incorporate a mixture of quality, durable and sustainable materials on all levels of the building.

All the apartment units utilize universal design practices and can accommodate aging-in-place and persons with disabilities. The residential tenants will have access to a shared laundry facility, two tenant common rooms that can be used for programs, and an adjacent outdoor patio amenity area. A minimum of 20 percent of the residential suites distributed throughout the building will be designed with additional accessibility features such as barrier-free path of travel and use, including in the kitchen and bathrooms. In addition, the tenant common rooms, laundry facility, public washrooms and seating areas, and community rooms will be barrier-free.

A community program room is included in the proposed design, available for partnership opportunities with compatible community and social agencies to work directly with building residents, as well as community residents. A community-facing outdoor amenity area and building design that incorporates Crime Prevention Through Environmental Design (CPTED) principles such as adequate and appropriate lighting and landscaping, clear sight lines, and delineation of private property.

The physical impact of height has been considered by the application through the use of setbacks, colour blocking, and entrance canopy features. The low-rise building minimizes shadowing onto neighbouring properties and does not negatively impact sunlight and sky views. Further shadow study analysis is identified in the Urban Design Brief and summarized in Section 6.5 of this Report. A Noise Impact Study was also prepared in support of the associated site plan control application and concludes that the development is feasible from a noise perspective. The submission takes into consideration the use, height, massing, orientation, and landscape, taking into account the nearby properties.

The building has been positioned to frame the street and provide a residential front yard setback. In addition, the building has been designed and setback at a pedestrian scale to contribute to a community-facing amenity area and desirable streetscape. The proposed development and preliminary site plan include safety and crime prevention principles by integrating adequate indoor and outdoor lighting for public and private spaces, creating natural surveillance by having units overlook public outdoor amenity spaces, and eliminating unnecessary barriers to increase unobstructed sightlines.

Transit Supportive Development policies of the Town's (2024) Official Plan are appealed and not in effect. In this case, the application of Public Transit policies in Section 5.3.8 of the Town's (2004) Official Plan applies. The proposed Site intensification within the Built-Up Area encourages the use of public transit. The Site is within a five to ten-minute walking distance to five transit routes, including the Blue Mountains link and the County of Simcoe Linx. In addition,

the Town of Collingwood Transit Hub is located at 28 Second Street, approximately 550 metres (10-minute walk) from the subject property. Transit routes that stop in proximity to the Site are illustrated in Figure 5 in Section 2 of this Report.

A Traffic Brief prepared by J.D. Engineering Ltd., dated August 20, 2025 and takes into consideration transit access in proximity to the Site and concludes the proposed development will not cause any operational issues and will not add significant delay or congestion to the local roadway network.

Section 3.6 of the Town's Official Plan promotes the conservation of cultural heritage resources. The subject property is not identified in the Town's Official Plan Appendix i: Cultural Heritage Resources; however, it is recognized that the Town's heritage is an important part of its visual identity and historical interest. The proposed design of the building borrows themes from heritage red brick homes in the neighbourhood, with the building comprised of a bottom, middle and top proportions. The bottom portion of the building is anchored in a heavier stone base, while the middle incorporates red-brick coloured veneer, an appropriate window pattern for a residential appearance and façade, and the top features a peaked roof and gables that is compatible with the heritage character of the surrounding community.

Section 3.7 - Promoting Environmental Sustainability and Adapting to Climate Change, of the Town's (2024) Official Plan, is repealed and not in effect. In this case, the application of Energy Efficiency, Air Quality and Climate Change Adaptation policies in Section 3.12 of the Town's (2004) Official Plan apply.

The promotion of environmental sustainability and adaptation to climate change is demonstrated in the County's experience with exceeding energy efficiency standards. The proposed building will be designed to incorporate Passive House (PH) design, where feasible, to achieve optimum building performance. PH design further improves energy efficiency by minimizing air leakage, increasing indoor air quality, protecting from noise pollution, and reducing operation and utility costs. Consideration of PH design as an intentional part of the project would have the additional benefit of increasing the economic sustainability by lowering greenhouse gas emissions, and additionally, for residents, it will result in lowered utility bills with more money available for families' necessities. In addition to maximizing energy efficiency, efforts to reduce carbon footprint and greenhouse gas emissions will also be made. Through the site plan process, it will be determined if the local electrical distribution can sufficiently supply electric vehicle charging stations. It is anticipated that future demand will require adaptation for EVs. At a minimum, the Site will be designed to include conduits in anticipation of future electric vehicle (EV) charging station capabilities. In addition, the building is structurally designed to accommodate solar panel installation should appropriate funding be sourced for implementation. Furthermore, the residential building has been designed to accommodate shelter-in-place in case of an emergency and will be floodproof in the event that a flood should occur.

Section 4.1 of the (2024) Official Plan identifies the Town's Population and Employment Forecasts. Residential growth in the Town of Collingwood is anticipated to grow from a population of 25,470 people in 2021 to a projected population of 42,690 people by 2051. This growth represents a need to accommodate a significant population increase over the next twenty-five years. The proposed development includes a mix of 30 residential dwelling units for low to moderate-income households within the Built-Up Area and will contribute toward the

Town's apartment dwelling target and intensification and redevelopment target identified in policy 4.3.

Section 4.3 of the Town's Official Plan identifies the importance of allocating servicing capacity in a sustainable, transparent and local manner using the Water and Wastewater Servicing Capacity Allocation Policy (SCAP) to guide decision-making. Using a series of allocation criteria, SCAP identifies what types of growth and development may be accommodated. The SCAP criteria include the following:

- i. Efficient use of land and orderly development, including prioritizing development projects that facilitate:
 - The achievement of the identified intensification target;
 - Development within the Strategic Growth Areas;
- ii. Attainable and affordable housing, including innovative housing solutions;
- iii. Economic development;
- iv. Community impacts/benefits;
- v. Conservation and sustainable development; and
- vi. Infrastructure and public facilities.

The proposed development maximizes the efficient use of land through the redevelopment of the subject property on existing municipal water and wastewater infrastructure, and intensifying the site from 9 residential units to 30 affordable rental units. In addition, the affordable housing development, operated and owned by the Simcoe County Housing Corporation, will include a Community Program room that will be made available to social and community agencies for social and health well-being programs and activities.

Section 5.1 of the Town's Official Plan outlines the general provisions for the Land Use Designations and associated policy frameworks. The Site is within both the 'Community Area' and 'Strategic Growth Area' designations on the Official Plan Schedule 1 – 'Growth Management Plan' and is designated both 'Mixed-Use Corridor II' and 'Existing Residential' on the Official Plan Schedule 2 – 'Land Use Plan'.

The proposed development will add to the existing variety of housing types in the existing community, as well as contribute to housing options to meet the essential needs of residents. The proposed intensification of the Site within the Strategy Growth Area will create a walkable community and promote social interaction, transit usage, and safety.

Section 5.1.8.1 identifies specific policies for low-rise buildings and states that the maximum building height shall be 3 storeys, or 11 metres in height, whichever is less. The proposed low-rise apartment building is 3 storeys, however measures approximately 14.6 metres in height. The additional height is a combination of the peaked roof, contributing to the residential appearance appropriate for the surrounding neighbourhood and modular construction methods. The residential unit design includes a 9-foot ceiling height, which enhances the aesthetic appeal of the living space, improves natural light, and contributes to better air circulation.

In addition, multi-storey modular construction adds approximately 3% more to the overall height of the building. This accounts for the floor and ceiling construction of each module, as opposed to a shared floor-ceiling in a conventional build. Moreover, a slight increase in height can also be permitted in accordance with Section 7.2.3 a) of the Town's Official Plan,

that all numeric standards be considered approximate and not absolute. Amendments to this Plan shall not be required for minor variations from the criteria providing the general intent of this Plan is maintained.

The general intent of the Town's Official Plan is maintained, and the proposed height for the low-rise built form of approximately 14.6 metres is considered a minor variation from the numeric standard provided and permitted in the Town's in-effect Official Plan.

Section 5.2 – 'Residential Community Areas' and the density target for low-rise buildings in the Town's new Official Plan (2024) are under appeal; therefore, the applicable policies of the former Official Plan remain in effect. The southern portion of the subject property is identified in Schedule 'C' – Residential Densities in the 2004 Official Plan. Section 4.3.2.5.2 of the Town's (2004) Official Plan identifies the permitted density to be applied to low-density residential areas of a maximum density not exceeding 20 dwelling units per gross hectare. However, provisions in Section 3.2 of the in effect approved (2024) Official Plan provide that Council may waive the requirement for an Official Plan Amendment for exceeding maximum density, where a significant affordable housing component is contemplated.

3.2 i) The following strategies may be considered by the Town in an effort to incentivize attainable/affordable housing:

vi. Permit residential intensification or greenfield initiatives with a significant attainable/affordable housing component to exceed applicable density ranges and heights without amendment to this Plan, subject to appropriate zoning and site plan approval. For the purposes of this policy significance is to be determined on a site-specific basis, but shall not be less than 10% of the total residential units proposed being attainable/affordable as secured through an agreement registered on title.

The proposed development's 30 residential units will all be offered at an affordable rent and administered by the Simcoe County Housing Corporation. The proposed increase in density maximizes the redevelopment potential of the Site and proposes a density of approximately 97 units per gross hectare.

Land Use Designations set out the development criteria for the identified designation, in conjunction with applicable development policies in the Town's Official Plan. Section 5.3.3 provides land use policies specific to lands designated 'Mixed-Use Corridor II' intended to provide opportunities for creating vibrant, pedestrian and transit-oriented places through residential intensification, infill, and redevelopment with particular attention to urban design. A range of built forms and uses are permitted on the Site, including the proposed residential apartment use in a low-rise built form.

Compatibility with the abutting 'Existing Neighbourhood Residential' designation is addressed through the proposed building design, setbacks and landscaping features. Furthermore, in accordance with policy 5.3.3.4 a) the proposed development provides for residential intensification as well as a community program room for service delivery, is transit supportive, as well as access to the Town's active transportation network.

Adequate parking, loading and garbage collection, and storage facilities are appropriately positioned on the Site. The parking area is designed to clearly designate access and parking spaces and to minimize pedestrian-vehicle conflict.

Section 5.6.3 Natural Hazards and Oak Street Canal policies are appealed and not in effect. In this case, the applicable Natural Hazards policy in Section 3.9 of the former Official Plan will be applied. Although the Oak Street Canal flood limit is not explicitly identified in the in-effect Official Plan policies as a natural hazard, it is recognized as a one-zone concept area potentially susceptible to flooding and its floodplain limits are identified in the current (2024) Official Plan Schedule 3.1. Further to (2004) Town Official Plan policy 4.1.3.10.2.1, habitable buildings and structures are not permitted within the identified floodplain limit. For this reason, the residential building is positioned in the centre of the subject property and does not encroach into the Oak Street Canal floodplain limit. In addition, the site access is beyond the identified floodplain limit for safe ingress and egress in a flood event.

Section 3.9 of the (2004) Town of Collingwood Official Plan provides objectives for watershed and floodplain management, including comprehensive stormwater management guidelines. The servicing and stormwater management strategy for the Site is detailed in the Stormwater Management and Servicing Report (FSR) prepared by Pearson Engineering, dated August 2025.

5.0 Town of Collingwood Zoning By-law 2010-040

The provisions of Zoning By-law 2010-040 (Consolidated July 18, 2025) for the Town of Collingwood apply to the Site. The property is currently split zoned 'Residential Density Two (R2) and Commercial (C4) (Figure 9) and is proposed to be rezoned to 'Residential (R3) Exception'. The proposed Residential (R3) zone permits a low-rise apartment building.

Four (4) exceptions to the Residential (R3) Apartment standards are being requested for the property, to permit the following site-specific exceptions:

1. A reduction to the required apartment dwelling parking standard per unit. Reduce the required parking for visitor parking from 0.5 space per unit + 0.25 space/unit for visitor parking to 0.5 space per residential unit + 0.23 space/unit for visitor parking,
2. A reduction in the interior side yard on the south side property line from 7.5 metres to 3.0 metres,
3. A reduction in the Residential zone minimum landscape space from 40% to 37%, and
4. An exception from provisions 4.33.1 and 4.33.4 to permit a detached accessory building at a reduced front yard setback from 7.5 metres to 3.0 metres, and to be closer to a front lot line than the closest exterior wall projection of the dwelling unit.

1. Reduction to the required parking standard

Table 5: Proposed Parking Supply

CATEGORY	PARKING STANDARD	SIZE	REQUIRED	PROVIDED	NET PARKING SUPPLY
Dwelling, Apartment (Resident)	0.5 spaces per unit	30 units	15 spaces	15 spaces	-
Dwelling, Apartment (Visitor)	0.25 for visitor parking	30 units	8 spaces	7 spaces	- 1 space
Total Parking Spaces			22 spaces	23 spaces	- 1 spaces
Barrier-Free Parking	1 to 25 spaces minimum 1 Accessible Parking space		1 spaces	2 spaces	+ 1 space

A reduction from 0.25 to 0.23 spaces per residential unit for visitor parking is proposed. This includes 1 additional accessible parking space to accommodate barrier-free access to the building.

Parking surveys of proxy sites similar in size and setting demonstrate an average parking per unit ratio of approximately 0.07 spaces per unit.

Additional information is outlined in the Parking Analysis of the Traffic Impact Study, which is summarized in Section 6.4 of this Report.

2. A reduction in the interior side yard on the south side property line from 7.5 metres to 3.0 metres

Due to property and flood limit constraints, a reduction in the interior side yard on the south property line from 7.5 metres to 3.0 metres is being requested. A 7-foot tight-board privacy fence is proposed to be installed along the neighbouring property line. In addition, there is minimal overlook anticipated into the neighbouring rear yard due to the buffering effect of the existing mature trees and minimal windows on the south side of the building.

3. A reduction in the Residential zone minimum landscape space from 40% to 37%

To accommodate a concern raised about insufficient on-site parking, 4 additional parking spaces are proposed to be located in the front yard of the residential building. However, the increase in parking slightly reduces the Town's residential standard for landscape space from 40% to 37%.

4. An exception from provisions 4.33.1 and 4.33.4 to permit a detached accessory building at a reduced front yard setback from 7.5 metres to 3.0 metres, and to be closer to a front lot line than the closest exterior wall projection of the dwelling unit.

A request to permit a detached accessory building closer to the front lot line than the apartment building is required to accommodate the outdoor maintenance shed. The maintenance shed will provide on-site storage for property and yard maintenance equipment and gardening supplies.

In addition, the accessory building will also serve to support an unenclosed decorative non-smoking shelter for building residents.

A reduction in the front setback from 7.5 metres to 3.0 metres is also required to permit the location of the detached accessory building in the front yard.

6.0 Supporting Documents

As part to the complete Zoning By-law Amendment application, the following reports and studies have been completed to review the merits of implementing the proposed development on the subject Site.

6.1 Stormwater Management and Servicing Report

A Stormwater Management and Servicing Report, including a stormwater and phosphorus budget, August 2025, was prepared by Pearson Engineering.

This report identifies existing site characteristics, including external drainage conditions, and illustrates the design of the stormwater conveyance and detention system, capable of accommodating both minor and major storm flows from the site; incorporates the appropriate Best Management Practices for controlling on-site erosion and sedimentation during construction while ultimately ensuring that the post-development release of stormwater is of adequate quality; and summarizes the proposed stormwater design in a technically comprehensive and concise manner.

- The proposed development will connect to the proposed watermain on Birch Street,
- A municipal hydrant and valve have been proposed on the west side of Birch Street, approximately 35 m from the proposed building, which will provide fire coverage for the development.
- The BirchStreet sanitary sewer will be used to service the site.
- Quantity control for the development is provided within the project's pipes, manholes and underground storage chambers, allowing post-development peak flows to be released at pre-development values through an orifice tube.
- Quality control via an OGS unit is provided in order to maintain the quality of stormwater and to satisfy the MECP Enhanced level requirements.
- Since a 1.0 m separation to bedrock or groundwater cannot be achieved, no water balance measures are proposed for the site.
- The NVCA's HEC-RAS model was updated with additional cross-sections and a sensitivity analysis was completed, which demonstrates that the proposed building does not impact the existing floodline elevation.

The existing site is a residential property which generates approximately 0.35 kg of phosphorus annually. The development of the project will increase the amount of phosphorus contributed from the site to 0.69 kg without any phosphorus treatment. As the site proposed an OGS, the phosphorus levels will be reduced to 0.61 kg.

Furthermore, during construction, the following recommendations shall be implemented and maintained during construction to achieve acceptable stormwater runoff quality:

- Installation of silt fence along the entire perimeter of the site to reduce sediment migration onto surrounding properties.
- Installation of a construction entrance mat to minimize the transportation of sediment onto roadways.
- Restoration of exposed surfaces with vegetative and non-vegetative material as soon as construction schedules permit. The duration in which surfaces are disturbed/exposed shall not exceed 30 days.
- Reduce stormwater drainage velocities where possible.
- Minimize the amount of existing vegetation removed.

The Environmental Protection and Removals Plan are included in Appendix K of the Report.

6.2 Geotechnical Investigation Report

The Geotechnical Investigation was prepared by GEI Consultants Canada (GEI), dated June 12, 2025. The field work was carried out to assess the subsurface soil conditions at the Site and based on this information, provide geotechnical engineering recommendations in support of the proposed development.

The Geotechnical Investigation Report summarizes the borehole findings, provides design geotechnical engineering recommendations regarding site earthworks and engineered fill, available bearing capacities for foundations, slabs-on-grade, site servicing installation, and pavement design. Considerations for constructability, such as soil excavation, compaction, on-site backfill suitability and temporary groundwater control are also provided.

The key conclusions and recommendations from this Investigation are as follows:

- Overburden of predominantly gravelly sand, sand and silty sand overlying shallow dolostone/limestone bedrock.
- That building will be set on the existing bedrock with no major bedrock excavation/blasting
- Foundations for the proposed building at this site may be constructed as conventional spread and strip footings.
- Bedrock is not frost susceptible, and frost protection for footings on bedrock is not required.
- It is recommended that existing topsoil, pavement and fill be removed and replaced with engineered fill.
- Excavation is envisioned to extend to about 0.7 to 1.7 m depth below existing grades for the project. Due to the shallow bedrock and anticipated limited perched groundwater volumes (although seepage may be generous initially due to pervious sandy soil at the site), no major groundwater problems are anticipated from the excavation walls. It is recommended to carry out the work during the dry time of the year when the groundwater table is lowest, to mitigate groundwater control measures.
- Part-time monitoring of the subgrade support capabilities, material quality, lift thickness, moisture content, degree of compaction, etc., is recommended for the following areas to ensure the
- Recommendations within this report are followed, and they perform adequately in the long-term:

- Slab-on-grade;
- Pavement structure (granular and asphalt);
- Pipe bedding and cover;
- Testing of the concrete (compressive strength, slump, air content, etc.) and testing of the asphalt (asphalt content and gradation) are recommended to ensure that the quality of the materials being brought to the site meet the requirements of the project.

6.3 Hydrogeological Investigation

The Hydrogeological Study was prepared by GEI Consultants, dated August 5, 2025. The hydrogeological investigation carried out a site assessment to provide a report with initial recommendations on permitting requirements and construction dewatering. The report outlines the existing hydrogeological setting, assesses groundwater quality and compares the results with relevant sewer use bylaw, objectives, and regulations, and preliminary analysis for construction dewatering rates based on the subsurface conditions and assumed site works.

The key conclusions and recommendations from this Investigation are as follows:

- Based on the calculated water taking rate, it is expected that sump pumping and/or keg wells
- will be required to achieve the recommended drawdowns during earthworks for the building and/or site servicing.
- That dewatering process be undertaken as outlined in Appendix F and I - Groundwater Taking and Discharge Plans

6.4 Traffic Brief and Parking Study

In support of the applications, a Traffic Brief and Parking Study (TIS) were completed by JD Northcote Engineering Inc., dated August 20, 2025. The Traffic Brief was prepared to assess the impact of traffic related to the development on the adjacent roadway and provide recommendations to accommodate this traffic in a safe and efficient manner. In addition, the TIS conducted a parking analysis to estimate the minimum parking supply to adequately service the proposed development.

The Traffic Brief concluded that the proposed 30-unit residential apartment building is estimated to generate a total of 11 morning peak hour trips and 12 evening peak hour trips. Based on this information and a driveway access analysis, the following has been determined:

- Detailed intersection counts were conducted at the Existing Driveway on Birch Street on Wednesday May 28th, 2025.
- An intersection operation analysis was completed at the study area intersections, using the existing (2025) traffic volumes. This enabled a review of existing and future traffic deficiencies that would be present without the influence of the proposed development. No improvements are recommended within the study area.
- An estimate of the amount of traffic that would be generated by the Subject Site was prepared and assigned to the study area street and intersection.

- An intersection operation analysis was completed under total (2030) traffic volumes with the existing development removed and the proposed development operational at the study area intersections. No improvements are recommended within the study area with respect to intersection operations.
- The proposed Site Access will operate efficiently with one-way stop control for westbound egress movements. One lane for egress traffic and one lane for ingress traffic at the Site Access will provide the necessary capacity for the proposed development.
- In summary, the proposed development will not cause any operational issues and will not add significant delay or congestion to the local roadway network.

6.4.1 Parking Study

The purpose of this analysis is to estimate the minimum parking supply required to adequately service the subject site. The proposed Site Plan includes a total of 22 parking spaces, including 2 barrier-free parking spaces.

As previously noted, the Town of Collingwood Transit routes provide service within the study area. And the Transit hub is within walking distance of the proposed development, with connections to both the Town of Blue Mountains and the County of Simcoe transit networks.

In addition, parking surveys of other County-owned housing facilities, analysis of proxy sites based on similar building size and transportation characteristics as the proposed development, demonstrate the residential parking supply of 0.5 spaces per unit meets the minimum requirements specified in the Town's ZBL and the residential visitor parking supply of 0.23 parking spaces per unit meets the anticipated peak parking demand.

Based on the Parking Analysis, the proposed parking supply will adequately service the overall development demands. The proposed 2 barrier-free parking spaces exceed the Town's By-Law and meet AODA requirements. Although not a specific requirement, the proposed indoor bicycle storage has been included to support active transportation, as well as an indoor mobility aid storage room, as a practical consideration for the residents.

6.5 Shadow Analysis

A Shadow Analysis has been completed by McKnight Charron Limited (MCL) for the proposed development. The Study demonstrates that there is an acceptable level of shadow impact from the proposed development relative to the adjacent residential lots to the south and east, and the public realm space west of the proposed building.

Full solar access is provided to surrounding properties during the mid-spring period (April 21) with the exception of early morning shadow cast on the parking areas located on the west side of the proposed buildings and early evening shadow on neighbouring properties to the southeast.

Solar access is provided to surrounding properties during the summer solstice time of year (June 21), with minimal shadowing occurring to the east at the end of the day. Full solar access is provided to surrounding properties during the Fall equinox period (September 21), with the

exception of early morning shadow cast on the parking areas located on the west side of the proposed buildings and early evening shadow on neighbouring properties to the east.

During the Winter solstice, early morning shadow is cast onto Birch Street north-west of the subject Site, and in the late afternoon, shadow is cast on the west yard of neighbouring residential property to the east. During the shortest days of the year, however, the sun sets at this latitude at approximately 4:44 p.m. therefore, in reality, there will be no shadow or adverse impact with shadowing in the evening as a result of the proposed development.

The proposed development has been designed to minimize any shadow impacts on adjacent lands, as demonstrated by the Shadow Analysis. The assessment reveals that there are minimal shadows cast onto the neighbouring properties.

7.0 Conclusion

The proposed development will provide affordable housing rental units that will contribute to the current and future demand for affordable housing in the Town of Collingwood, in a compact form within the Town's Built-Up area with access to municipal infrastructure and local services.

Based on a detailed review of all applicable Provincial, regional and local planning documents, as well as consideration of the property location, condition, context and surrounding uses, it is the opinion of the undersigned that the proposed Zoning By-law Amendment:

- ✓ Is consistent with the policies of the Provincial Policy Statement;
- ✓ Conforms with the County of Simcoe's Official Plan;
- ✓ Conforms with the Town of Collingwood's Official Plan (as applicable);
- ✓ Complies with the provisions of the Town's Comprehensive Zoning By-law, pending approval of the proposed site-specific amendment.

Respectfully submitted,
The Corporation of the County of Simcoe



Rachelle Hamelin RPP, MCIP
Program Supervisor – Housing Development