

Hume Innovation Hub

PLANNING REPORT



121 Hume Street
Town of Collingwood

Site Plan and Minor Variance

June 2020
Revised December 2020 for 2nd Submission

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RUDY & ASSOCIATES
Planning

TABLE OF CONTENTS

	PAGE NO.
1.0 INTRODUCTION	
1.1 Location and Size	2
1.2 Physical Characteristics and Site Background	2
1.3 Purpose of Land Use Planning Report	3
2.0 OVERVIEW OF DEVELOPMENT PROPOSAL	
HUME INNOVATION HUB	
2.1 Site Plan	3
a) Building Size, Location and Use	4
b) Parking	5
c) Access to Site	7
d) Building Façade and Design	8
e) Height	9
f) Stepped Height	12
2.2 Town of Collingwood Zoning Bylaw	12
2.3 Proposed Minor Variance Details	14
2.4 Four Tests of a Minor Variance	16
3.0 SUPPORTING TECHNICAL DATA	
3.1 1st Submission Comments	19
3.2 Functional Servicing and Stormwater Report	20
3.3 Traffic Review Letter	20
3.4 Heritage Impact Assessment	20
3.5 Urban Design Peer Review	20
3.6 Landscape Plan	20
4.0 EXISTING LAND USES	
4.1 Subject Property	21
4.2 Surrounding Lands	21
5.0 PLANNING ANALYSIS	
5.1 Growth Plan	22
5.2 Provincial Policy Statement 2020	22
5.3 County of Simcoe Official Plan	23
5.4 Town of Collingwood Official Plan	23
6.0 CONCLUSION	28
Appendix A - Site Plan and Elevations	
Appendix B - Urban Design Peer Review	
Appendix C - 1st Submission Comments	

1.0 INTRODUCTION

Rudy & Associates has been retained by 2554381 Ontario Ltd., the Owner of the lands municipally known as 121 Hume Street in the Town of Collingwood (subject lands) to assist in the submission of a Site Plan application and Minor Variance application to accommodate a multi-use commercial building with above and below grade parking on the subject lands.

1.1 LOCATION AND SIZE

The site is located within the growing Town of Collingwood at the northwest corner of Hume Street and Market Street. The lands are currently vacant and are 2,465.5 square meters in size with 65.9 metres of frontage along Hume Street and 43.98 metres of frontage along Market Street. The lands are located within a core commercial district in the Town and abut both commercial and residential land uses.

Figure 1 – Location Map



1.2 PHYSICAL CHARACTERISTICS AND SITE BACKGROUND

The subject lands are currently vacant and the majority of the site is a gravel surface. As indicated within the Phase 2 Environmental Site Assessment, prepared by Terrapex dated October 11, 2016, the site operated as a retail fuel outlet and service garage from 1949 to 2007. This use was decommissioned under previous ownership, and the site has remained vacant since 2007.

As a condition of sale, the current Owner filed a Record of Site Condition (Record of Site Condition # 223411) for the lands in the Environmental Site Registry on June 26, 2017.

The site falls outside of the Nottawasaga Conservation Authority regulated area and there are no known easements on the lands.

1.3 PURPOSE OF THE LAND USE PLANNING REPORT

RUDY & Associates has been retained by 2554381 Ontario Ltd to assist with the approval of a commercial development on the subject property.

A multi-use commercial building with associated above and below grade parking is proposed for the site. To accommodate the proposed commercial building a Site Plan application and Minor Variance application are required. This report has been revised to reflect the revisions and updates to the development plan for the 2nd submission of the Site Plan and Minor Variance applications.

The purpose of this Land Use Planning Report is to provide an understanding of the revised development proposal, the nature of the existing technical reports prepared in support of the proposal, and the planning framework for the development proposal. The intent of this report is to demonstrate the ability of the subject property to accommodate the proposed commercial use and to provide planning rationale for the proposal.

2.0 OVERVIEW OF DEVELOPMENT PROPOSAL

Proposed on the lands is a state-of-the-art mixed-use commercial building, known as the Hume Innovation Hub, designed to complement the existing surrounding uses while reflecting the intended use of the building as an innovation hub. The site and building design have advanced through a fulsome set of review comments. The current proposal reflects revisions completed to the original submission to accommodate comments received accordingly.

The commercial building is proposed as a three-storey building with a partial fourth floor roof top amenity space. The site will be fully serviced through municipal services. Adequate parking is accommodated for on the lands with a combination of above and below grade parking areas. Below is an overview of the development proposed.

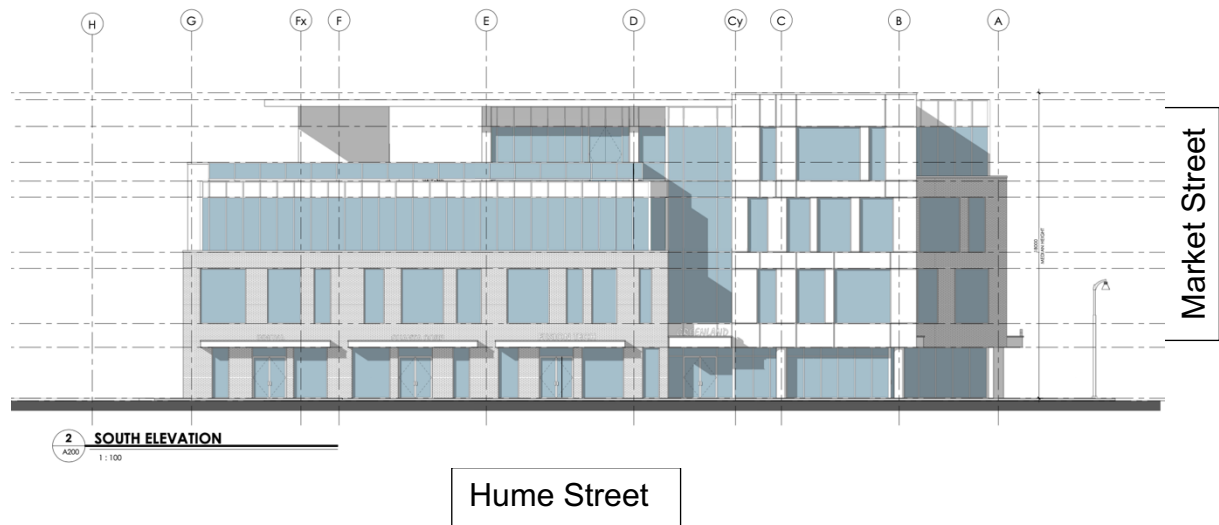
2.1 SITE PLAN

Please see attached Appendix A for full Site Plan and Elevations.

a). Building Size, Location and Use

The proposed building is oriented toward the corner of Hume Street and Market Street to create a pedestrian friendly space and to engage the public realm. The building provides for a partial fourth storey at the corner of Hume and Market Street and steps down in height to three storeys adjacent to existing uses. This stepping down feature creates a corner focal point for the property while respecting the existing surrounding buildings. Figure 2 – Stepped Building Height provides a visual of the building stepping down from the corner of the site towards the westerly property line.

Figure 2 – Stepped Building Height



The Hume Innovation Hub is proposed with a total Gross Floor Area of 2,149.9 square metres spread across three full floors and a partial fourth floor. The total leasable area for the building is estimated at 2,169.1 square metres.

The intent for the leasable areas is to accommodate a variety of commercial and business uses within the first three stories of the building with the partial fourth storey comprising of an indoor meeting area as well as outdoor rooftop amenity space intended for the use of the business and professional employees within the building. It should be noted, the rooftop amenity area is not intended for public use.

The intent for the building is to create a regional business centre which comprises small scale retail uses on the ground floor and professional business offices above. The ground floor has been designed with all units having both internal access through the building as well as street access for public access. The exterior public access points for the ground floor are located at the corner of the property and along Hume Street to ensure maximum visibility for passing patrons.

b). Parking

The subject property is zoned C1 in the Town of Collingwood Zoning Bylaw. Section 5.16.2.3 of the Town of Collingwood Zoning Bylaw provides for the C1 Zone parking requirements with relation to non-residential uses as follows: “The parking space ratio for all non-residential uses for any other existing building, a converted building or a new building, or an addition thereto, shall be 3 spaces per 100 m² GFA”.

The proposed site plan accommodates a total of 57 parking spaces as follows:

- **22 above grade**
- **35 below grade**

The development plan also provides for 2 above grade accessible parking spaces and 1 underground accessible parking space.

The subject property requires a total of 49 parking spaces (calculated using 75% of the Gross Leasable Area):

Gross Leasable Area = 2,169.1 sq.m.

Assumption of 75% usable interior leasable space = 1,626.825 sq.m.

3 spaces per 100 sq.m. = 49 required parking spaces

The total of 57 parking spaces represents parking in excess of the Town of Collingwood requirements and is appropriate to service the patrons and employees of the site.

The Town of Collingwood Zoning Bylaw defines Gross Floor Area for commercial building to omit any space used for storage, mechanical rooms, common halls, stairwells, private kitchens, washrooms and garages. In absence of the final interior design of the units within the building, a 75% ratio is being utilized for parking calculations. The 75% ratio is being utilized for parking calculations as the interior units will need to accommodate washrooms, hallways, kitchen areas as well as mechanical areas for the end users of the space. The 75% calculation allows a reasonable accommodation for this and ensures the site does not create an overabundance of parking on a highly visible corner lot.

As per Table 5.13.1.1 of the Town of Collingwood Zoning Bylaw, the site requires bicycle spaces equal to 10% of the total required parking spaces. This equates to 5 bicycle spaces for the site. It is the strong intent for this site to encourage sustainable development and business practices and also to accommodate a space which is pedestrian and car alternative friendly. As such, the site exceeds the bicycle parking requirement and provides for a total of 10 ground level bicycle parking spaces and 8 below grade bicycle parking spaces.

Accessible parking is provided to meet the C1 Zone as per Section 5.11.1 of the Town of Collingwood Zoning Bylaw. Please see Figure 3 – Proposed Site Plan and Figure 4 – Underground Parking for parking space locations provided.

[illegible]

This is a detailed architectural floor plan of a building, likely a school or community center. The plan shows 35 numbered rooms and various utility areas. Key features include:

- Rooms:** 35 numbered rooms, including a large central area (1-17), a corridor area (18-25), and a large room (26-35).
- Utility Areas:** ELEC. ROOM (Electrical Room), MECH./SPRK. RM. (Mechanical/Smoke Protection Room), and a central area labeled C8.
- Staircases:** STAIRS 1, STAIRS 2, and a central staircase area.
- Corridors and Entrances:** A central corridor area with a ramp up 15% and a ramp up 7.5%.
- Exterior Features:** PROPERTY LINE, C8, and a central area labeled C8.
- Dimensions:** Various dimensions are provided for rooms and corridors, such as 1000, 1200, 1400, 1600, 1800, 2000, 2200, 2400, 2600, 2800, 3000, 3200, 3400, 3600, 3800, 4000, 4200, 4400, 4600, 4800, 5000, 5200, 5400, 5600, 5800, 6000, 6200, 6400, 6600, 6800, 7000, 7200, 7400, 7600, 7800, 8000, 8200, 8400, 8600, 8800, 9000, 9200, 9400, 9600, 9800, 10000.

c). Access to Site

As permitted within Table 5.1.1.1 of the Town of Collingwood Zoning By-law, the site accommodates two separate entrances for access, one at Market Street and one along the Hume Street frontage.

Market Street Access

The entrance along Market Street provides access to the northern parking area for the site and makes use of an existing entrance location. This parking area comprises a total of 15 parking spaces (including 2 accessible spaces) as well as garbage facilities and landscaped buffer areas. Concrete sidewalks are provided at 2.1 metres in width within the parking areas to allow easy access to the building lobby area as well as a pedestrian linkage between the two parking areas and out to Market Street.

The parking area accessed off of Market Street is intended to be the main parking area for transient users of the site. This entrance will be clearly marked for patron use with appropriate signage.

Table 5.10.1.1 of the Town of Collingwood Zoning By-law outlines the requirements for loading spaces for commercial sites based on the gross floor area of a commercial building. Being an infill site, the property does not have the ability to accommodate a separate loading area rather it is proposed to utilize the Market Street parking area for loading at off peak times. It is anticipated that all lease agreements will provide language to address the loading times for businesses within the building. The loading space requirement has been considered within the Minor Variance application for this site.

Garbage storage and pick up will also be accommodated within the Market Street parking area for the entire site. The garbage pick-up will be private for the site and managed through the building property management. Garbage pick-up will occur outside of regular operating business hours at the site.

Hume Street Access

One new access is proposed off of Hume Street. The Hume Street entrance provides access to a total of 7 surface parking spaces as well as access to the underground parking garage. It is intended that the Hume Street entrance be utilized for the employees of the site rather than for transient patrons. This access will be well signed indicating parking is for permit holders. This will ensure the majority of transient traffic is directed toward the Market Street access and will mitigate any impact to Hume Street traffic flow.

Comments received on the site design requested the development team review alternative options for the site entrances. The development team has undergone several feasibility scenarios and has concluded the Hume Street entrance is the only feasible entrance to accommodate the underground parking garage for the building.

d). Building Façade and Design

The subject property is located adjacent to the Town of Collingwood's Heritage District. The original submission for the site provided a building design with significant reference to the Heritage District and was supported through a Heritage Impact Assessment prepared by Golder and Associates. Please see Figure 5 – Original Building Façade for a preliminary elevation design of the original building design submission.

Figure 5 – Original Building Façade



The original site and building design submission under-went a thorough review by the Town of Collingwood as well as peer review agencies for the Heritage Impact Assessment and the Urban Design Brief originally submitted.

Comments received from the Heritage Impact Peer Reviewer on the original design recommended the building design not attempt to mimic the heritage district. The comments also indicated a reliance on the Urban Design Review for direction on streetscape and the overall appropriate design of the building.

The Urban Design peer review provided several recommendations to enhance the streetscape and to mitigate potential impacts of the building massing. The development team has incorporated the Urban Design peer review comments into a more contemporary design. See below Figure 6 – Proposed Building Façade for the updated design accommodating the comments received to date. Please see Appendix B for the Urban Design Comment and Response Chart as well as the Urban Design Peer Review prepared by Planning Partnership.

Figure 6 – Proposed Building Façade

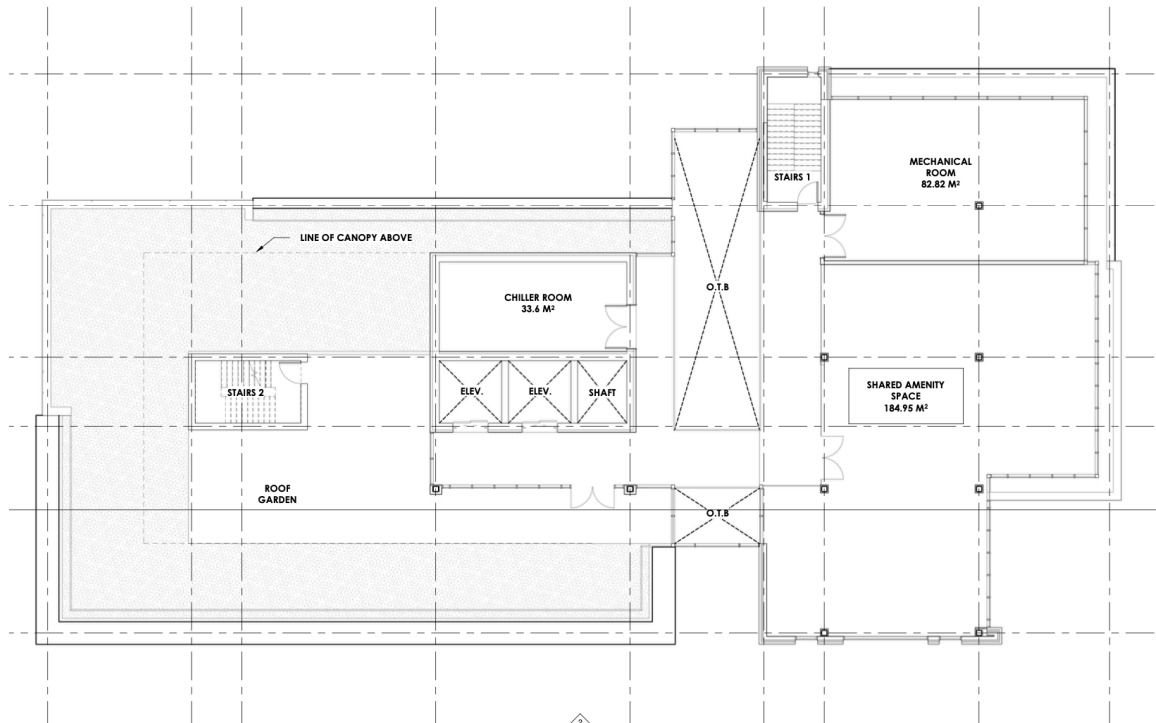


e). Height

The Hume Innovation Hub is proposed as a three storey building with a rooftop amenity area and a step up to a partial fourth storey at the corner of Hume Street and Market Street to accommodate an indoor meeting area. Please see Figure 7 – 4th Floor for a visual outline of the fourth floor layout.

The rooftop amenity area provides for a significant amount of outdoor amenity space within an infill development site. The outdoor amenity area has been well screened from the street with visually pleasing garden boxes and plantings.

Figure 7 – 4th Floor



To accommodate a tiered 4th storey on the site, zoning relief from the maximum height of 12.0 metres is required for the building and is being completed through a Minor Variance request. The requested Minor Variance for the lands seeks to increase the permitted height to 18 metres to accommodate the partial fourth floor for the building.

ACK Architects completed a shadow study for the original submission to review the impacts of an increased height at the site location. The shadow study assessed the existing C1 height restriction of 12.0 metres (as-of-right) as well as the proposed building design with the increased height of 18.6 metres. The as-of-right shadow diagram (See Figure 8) shows the shadow that could be cast with the current C1 Zone regulations (a height of 12.0 metres with minimal property setbacks). The proposed building shadow study (See Figure 9) outlines the shadow impact of the partial 4 storey proposal at a height of 18.6 metres. With the stepped approach to the height, having the highest portion of the building located at the corner of Hume Street and Market Street, the increase in height has no additional impact on neighbouring properties. In fact, the proposed building location and site design actually provided for less of a shadow impact on adjacent heritage lands than that of the “as-of-right” shadow assessment.

Figure 8 – As of Right Shadow Study Diagram

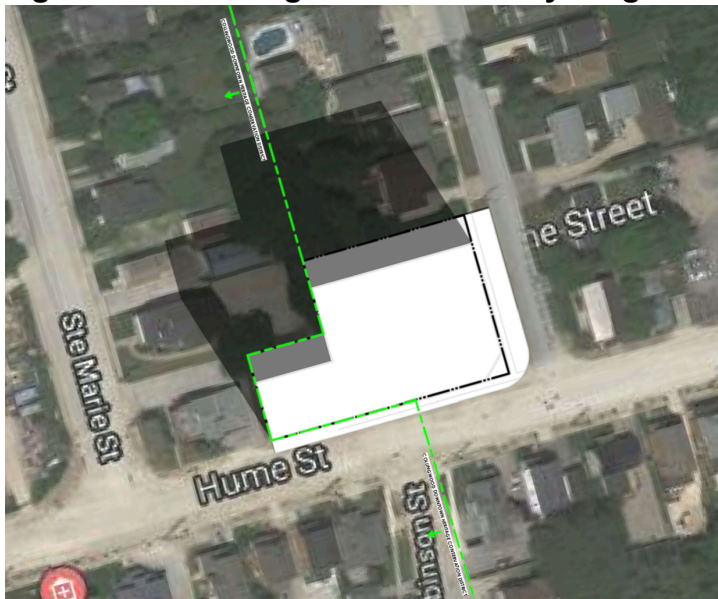
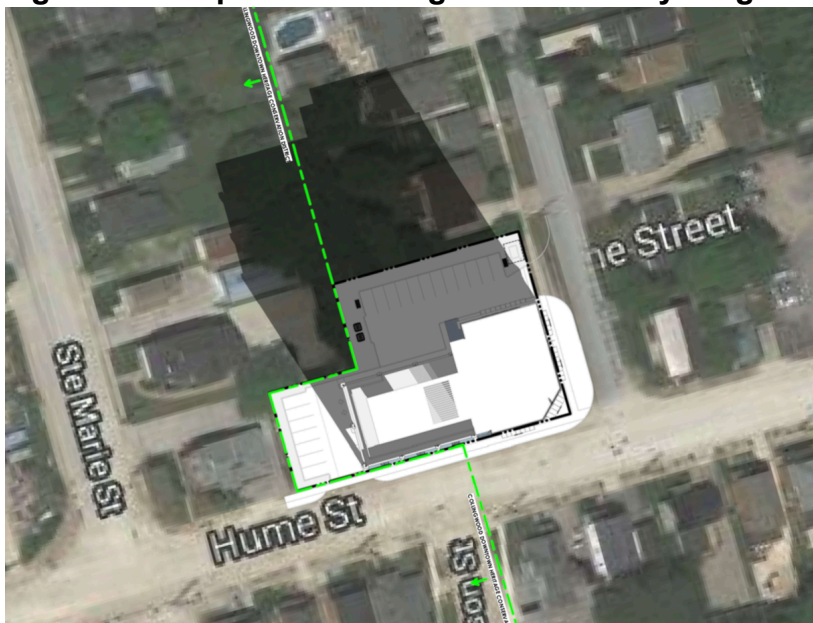


Figure 9 – Proposed Building Shadow Study Diagram



It should also be noted the updated building proposal, which reflects the comments received from all agencies, is requesting a lesser height (18.0 metres) than that of the original design height used for the shadow study. With the 2nd submission design less of an impact is anticipated.

f). Stepped Height

Urban Design peer review comments received spoke to the massing of the building and provided recommendations to mitigate any adverse affects of increased building height on neighbouring lands by incorporating the following elements:

- Stepping back of the third and fourth floors; and
- Use of varying and lighter materials above the second floor.

Please see Figure 10 – South Elevation Rendering for a visual on the stepped back upper floors and the use of glazing to reduce the visual impact of the upper storeys.

Figure 10 – South Elevation Rendering



2.2 TOWN OF COLLINGWOOD ZONING BYLAW

The subject property is currently zoned Downtown Core Commercial (C1) within the Town of Collingwood Zoning By-law and is located in an area slated for commercial development.

The subject property abuts lands within the C1 Zone at the northern and western lot lines. To the east and south the site is bound by Market Street and Hume Street. Adjacent to Market Street and Hume Street are commercially zoned lands within the C4 Zone. The C4 Zone also permits a variety of commercial uses and permits a maximum height of 15.0 metres.

Farther to the west of the property (located at the corner of St. Marie Street and Hume Street) are additional properties located within a C1-4 and C1-7 site specific zones. The C1-4 and C1-7 site specific zones permit increased height provisions to accommodate buildings up to 7 storeys in height.

Please see Figure 11 – Zone Map for property and surrounding zoning information.

Figure 11 – Zone Map

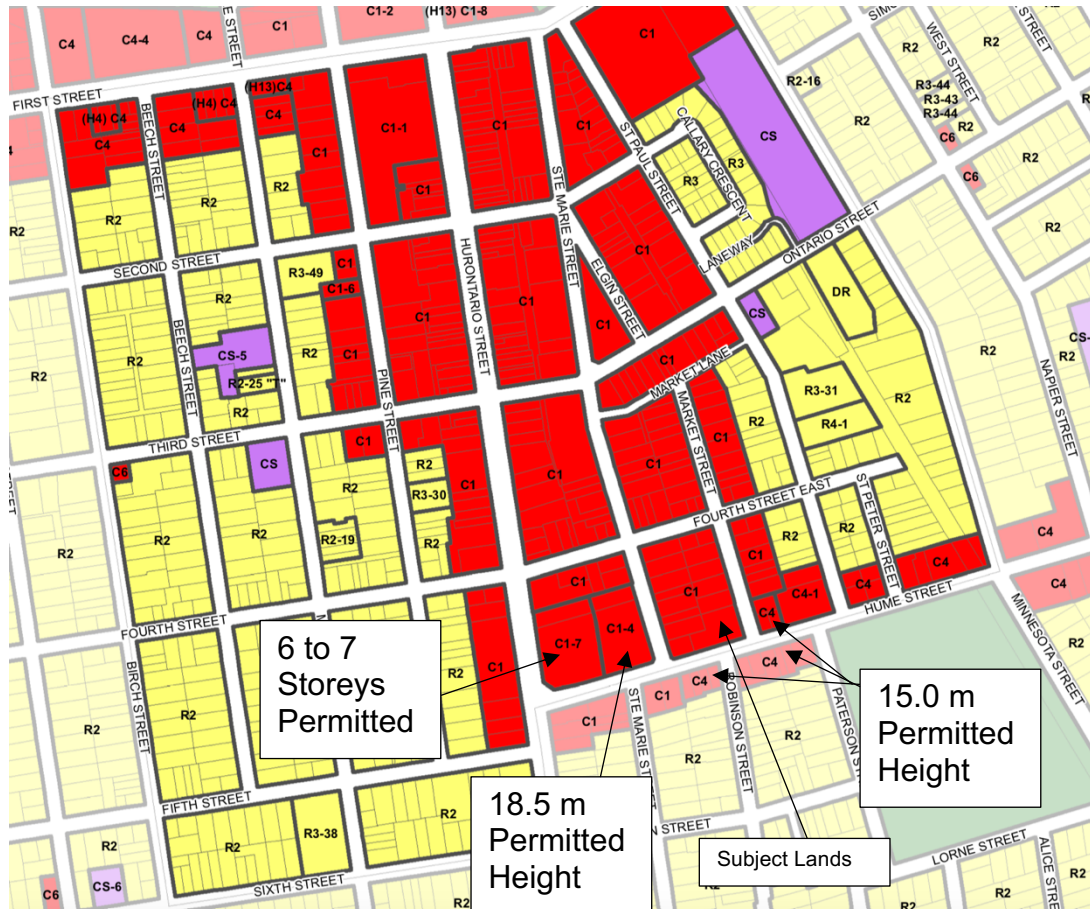


Table 7.3.1.1 outlines the lot provisions required for the C1 Zone. A Zone Matrix is provided as Figure 12 to provide details on the C1 requirements and the site proposal.

Figure 12 – Zone Matrix

ZONING MATRIX		
LOT PROVISIONS	C1 REQUIREMENT	PROPOSED
MIN. LOT AREA (M ²)	NIL	2,465.5 M ²
GROUND BUILDING AREA (M ²)	NIL	996.6 M ² (40.4%)
GROSS FLOOR AREA (M ²)	NIL	2149.9 M ²
GROSS LEASABLE AREA (M ²)	NIL	2169.1 M ²
MIN. LOT FRONTAGE (M)	NIL	43.98 M (MARKET STREET)
MIN. FRONT YARD (M)	NIL	0.7 M (EAST)
MAX. FRONT YARD (M)	3.0 M	N/A
MIN. EXTERIOR SIDE YARD (M)	NIL	0.74 M (SOUTH)
MAX. EXTERIOR SIDE YARD (M)	3.0 M	N/A
MIN. INTERIOR SIDE YARD (M)	NIL (WHERE THE LOT LINE ABUTS A COMMERCIAL ZONE)	17.27 M (NORTH)
MIN. REAR SIDE YARD (M)	7.5 M	16.42 M (WEST)
MAX. HEIGHT (M)	12.0 M	18.00 M
MAX. LOT COVERAGE	NIL	40.38%
MIN. LANDSCAPED OPEN SPACE	10%	13.32 % (328.62 SQ.M.) AT GRADE WITH ROOFTOP AMENITY PROVIDED.
MIN. BUILDING DEPTH (M)	15.0 M	41.48 M
MIN. SETBACK TO PARKING	3.0 M	1.67 M - MINOR VARIANCE APPLICATION SUBMITTED TO REQ. RELIEF FROM SECTION 5.2.5 OF THE ZONING BYLAW.
PARKING		GROUND FLOOR = 22 PARKING SPACES U/G GARAGE = 35 PARKING SPACES TOTAL = 57 PARKING SPACES ACCESSIBLE PARKING = 3 PARKING SPACES 2 TYPE A 1 TYPE B
BICYCLE PARKING		GROUND FLOOR = 10 SPACES U/G GARAGE = 8 SPACES TOTAL = 18 SPACES

2.3 PROPOSED MINOR VARIANCE DETAILS

As discussed above, the subject lands are zoned within the C1 Zone. Below is a chart outlining the Minor Variances requested to accommodate the Hume Innovation Hub as proposed.

Provision	Requirement	Proposed	Detail of Relief Request
Max. Height	12.0 m.	18.0 m.	An increased height is requested to accommodate a partial fourth floor. The partial 4th storey will accommodate an indoor meeting space and an outdoor amenity area. The increase in height is

			minor in nature and has no negative impact on the surrounding properties. The highest portion of the roof is proposed at the intersection of Hume Street and Market Street with the building stepping down to 3 storeys (12.8 metres in height) where adjacent to an existing building. It should be noted, surrounding lands have permitted heights from 15 metres up to 7 storeys (approximately 21 metres) along Hume Street and in close proximity to the site.
Loading Space	1 separate area	No separate are provided	The intent of the site is to provide a loading area within the northern parking area. As the proposed development represents an infill development, there is not enough land to efficiently develop the site and provide for a separate loading space. It is intended to include in all lease agreements for the building clauses indicating all loading and deliveries are to occur after regular business hours to address any conflict issues between deliveries and patrons using the parking area.
Parking Setback to Street	3.0 m.	2.065 m.	With the irregular shape of the property, relief is required to accommodate a reduced setback from the street to the small parking area accessed by Hume Street. This area will be landscaped to create a visual buffer and maintain an attractive streetscape. This is the reality of efficient development of an infill site. It should be noted that the building is located with a 0m. setback from Hume Street, this

			will assist in the parking being visually setback from the street.
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2.4 FOUR TESTS OF A MINOR VARIANCE

Section 45 of the *Planning Act* provides the Committee of Adjustment with the authority to grant relief from the requirements of a municipal zoning by-law. Approval of applications must meet the requirements set out under 45(1) and/or 45(2) (a) or (b) in the *Planning Act*.

Does the proposal maintain the general intent and purpose of the Official Plan?

The subject property is designated as Downtown Core within the Town of Collingwood Official Plan. The objectives of the Downtown Core designation include promoting the continued strengthening of the downtown, creating opportunities for commercial intensification and ensuring the commercial facilities achieve a high standard of urban design. The proposed commercial building represents intensification of the lands and seeks to accommodate a variety of permitted uses within the site. The general intent and purpose of the Official Plan is maintained with the proposed multi-use commercial building located in a key commercial area within the Town. The stepped increase in height allows for further intensification of the lands, while respecting adjacent buildings. It is the professional planning opinion of the undersigned that the general intent and purpose of the Official Plan is maintained.

Does the proposal maintain the general intent and purpose of the Zoning By-law?

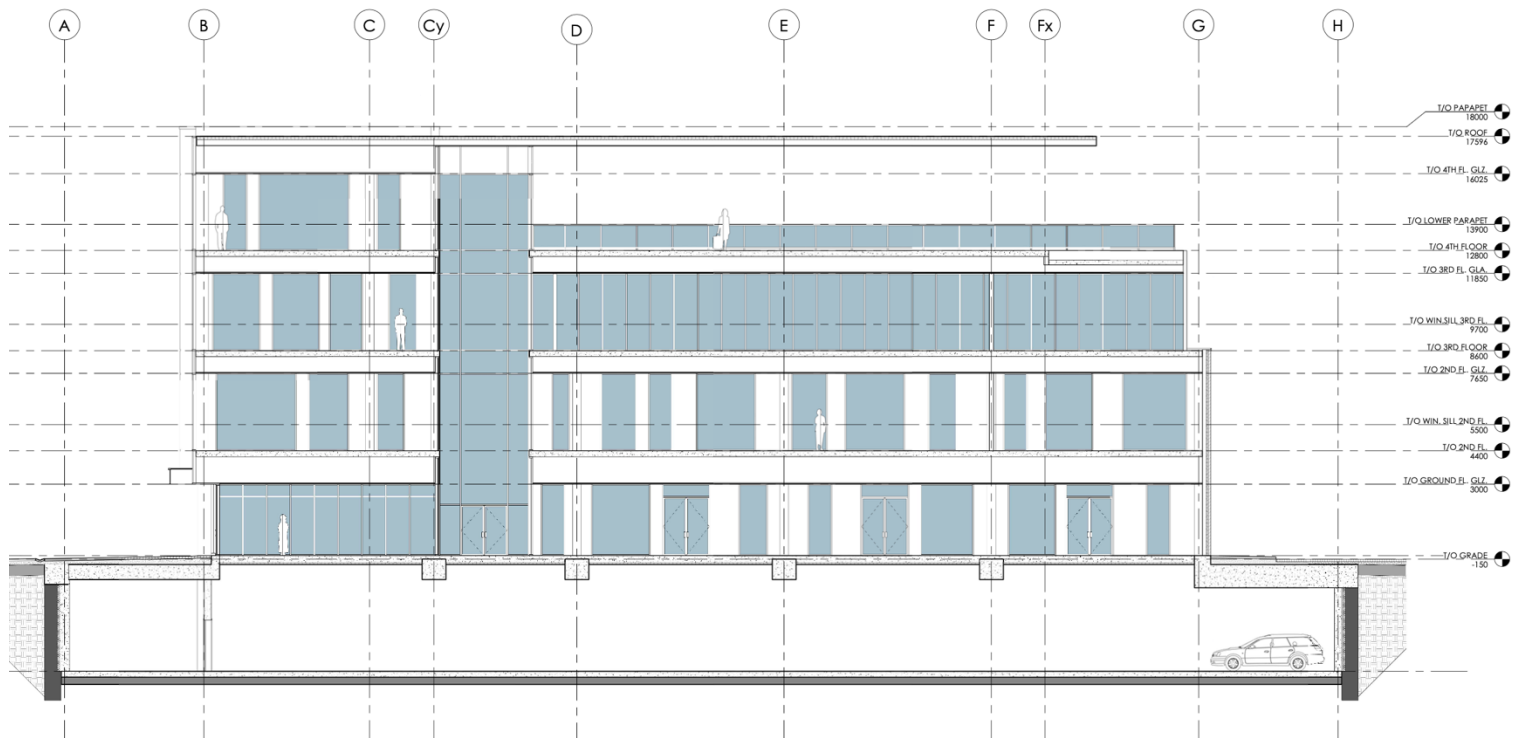
The proposal seeks to build a state-of-the-art building to house a variety of permitted commercial uses.

Increased Height

The increase in height is requested for a portion of the building fronting along two municipal roadways. The building then steps down adjacent to existing buildings to the west. The increase in height allows for an efficient use of the infill lands while being sensitive to surrounding properties.

Please note the height of 18 metres has been measured to the highest point on the building and is a conservative estimate in absence of final detailed building design. Figure 13 – Building Cross Section provides a clear picture of the overall building height as well as the anticipated height for each floor.

Figure 13 – Building Cross Section



The requested increase in height is appropriate for the following reasons:

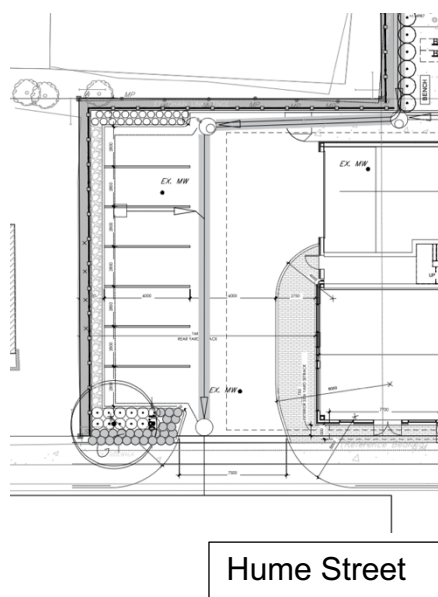
- The ceiling heights throughout the building have been designed to accommodate a typical commercial ceiling height of approximately 10 feet with additional ceiling area to accommodate for appropriate mechanical space.
- As shown in Figure 13, the building height steps down from 18 metres to 12.8 metres for a significant portion of the building. This reduces the massing impact of the building while accommodating amenity roof space for the tenants of the building.
- The significant amount of glazing within the building façade further reducing the visual impact of the proposed building.
- As demonstrated in Section 2.1 f). of this report, the building has been designed with a stepped back third and fourth floor to assist in mitigating any massing impacts of the building on adjacent lands and on the streetscape.
- The increase in height is in keeping with current development and zoning in the area. Lands surrounding the subject site have a variety of permitted heights ranging from 15.0 metres up to 7 storeys (approximately 21 metres).
- The proposed stepped building height is compatible with existing surrounding zoning, which will guide future development, and is sympathetic to existing adjacent buildings.

- A shadow study was completed for the site on the original design based on a building height of 18.6 metres. The study looked at the shadow effect of a building with an increased height of 18.6 metres as well as the shadow effect of a building on the site which met the 12 metre height restriction of the C1 Zone (as-of-right). The comparison showed, with the increased height pushed to the front corner of the property, there was little to no additional impact on neighbouring properties with an 18.6 metre partial 4th floor building height. The adjacent heritage district was in fact impacted less than an as-of-right height with the stepped building design. It should be noted, the updated building design represents a height of 18 metres which is less than that of the original building design. This will create even less of an impact on neighbouring properties.

Parking Setback to the Street

The reduction in the proposed parking setback to the street is requested to accommodate one parking space along Hume Street. The landscape plans for the site provide for landscaped buffering in this area to ensure the streetscape remains aesthetically pleasing. The request is required due to the irregular shaped lot and is a reality of intensification on an infill property. It should be noted that parking is setback further from the street than the building, enhancing the streetscape. The general intent to create an attractive streetscape is maintained through building placement and landscape buffers. Please see Figure 14 – Landscape Buffer.

Figure 14 – Landscape Buffer



Loading Space

The reduction in the loading space requirement is proposed to address the infill nature of the site. Adequate provisions will be incorporated into site plan and lease agreements to ensure the proposed loading area is safe and does not impact the day to day activities of the site.

It is the professional planning opinion of the undersigned that the general intent and purpose of the Zoning Bylaw is maintained.

Is the proposal desirable for the appropriate development of the subject lands and minor in nature?

The proposal is desirable as it will provide the Downtown Core of Collingwood with a regional business centre designed to accelerate startups and local entrepreneurs onto the world stage. Its goal is to empower entrepreneurs within the South Georgian Bay region and help them commercialize social impact technologies with innovative engineering, health and wellness focus. The state-of-the-art facility will also facilitate collaboration between public and private sector organizations. The reliefs requested to accommodate the Hume Innovation Hub are minor in nature and are largely required to ensure efficient use of an infill site slated for commercial development.

As demonstrated, it is the professional opinion of the undersigned that the proposed Minor Variances requested to accommodate the Hume Innovation Hub are minor in nature, are in line with the intent and objectives of the Town of Collingwood Planning Framework and represent good land use planning.

3.0 SUPPORTING TECHNICAL DATA

The following technical reports have been prepared in support of the development proposed on the subject lands.

3.1 1ST SUBMISSION COMMENTS

The development team has been working with Town of Collingwood staff and peer reviewers through the development of this site. The development team submitted a 1st submission and received fulsome comments on the development proposal. The current development proposal (2nd submission) accommodates the comment received. Included as Appendix C to this report is an outline of the comments received on the 1st submission as well as the development team response indicating how each comment has been addressed, where appropriate, through the revised Site Plan (2nd Submission).

3.2 FUNCTIONAL SERVICING AND STORMWATER REPORT

A Functional Servicing and Stormwater Report dated December 2020, has been prepared by Urban Watershed Group Ltd. (UWGL) in support of the Site Plan 2nd Submission for the lands which addresses the comments received to date.

Please see Functional Servicing and Stormwater Report prepared by Urban Watershed Group Ltd. submitted with the Site Plan and Minor Variance applications for full site servicing details.

3.3 TRAFFIC REVIEW LETTER

NexTrans prepared a traffic review letter to assess both of the proposed entrances for the site. The traffic review letter is currently being revised to accommodate the updated site plan and Town comments.

Please review the full traffic review letter submitted in support of the 1st submission Site Plan and Minor Variance applications for a full overview of truck turning assessments and full recommendations for the site.

3.4 HERITAGE IMPACT ASSESSMENT

The subject property is located adjacent to the Town of Collingwood Heritage District. For all development adjacent to the Heritage District, a Heritage Impact Assessment is required to assess the impact of the proposal on the neighbouring heritage properties.

Golder and Associates was retained to prepare a Heritage Impact Assessment (HIA) for the site. The HIA was based on the 1st Site Plan submission. Comments received from the Heritage Impact peer review deferred the majority of the building design and streetscape comments to the Urban Design peer review. The current updated plan accommodates the recommendations within the Urban Design peer review.

3.5 URBAN DESIGN PEER REVIEW

Planning Partnership prepared a fulsome Urban Design Peer Review dated September 22, 2020. The document provides a full analysis of the Urban Design Guidelines for the Town of Collingwood and provided recommendations for the development team to assist in the 2nd submission. Please see Appendix B for the Urban Design Peer Review prepared by Planning Partnership and the Comment and Response Chart outlining how the 2nd submission has accommodated the recommendations of the review.

3.6 LANDSCAPE PLAN

Greenland Group of Companies was retained to prepare a landscape plan for the development. The site is currently vacant and has minimal existing landscaping features.

The landscape plan proposes a retaining wall with privacy fencing along the northern and western property boundaries. A variety of shrubs and plantings are proposed throughout the perimeter of the site as well as along the front of the Hume Street entrance.

Well placed concrete sidewalks and unit pavers throughout the site help to create an urban and pedestrian friendly site. Bicycle parking in excess of the requirements are located along the Hume Street frontage as well as within the private parking garage area.

The landscape plan has carefully considered the aesthetics for the site with the buffering of adjacent sites as well as buffering of services required on site. The parking, garbage and utility areas have all been considered with landscaping to minimize their visual effect on the site.

All proposed lighting on the site will be dark sky compliant.

4.0 EXISTING LAND USES

4.1 SUBJECT PROPERTY

The subject property is currently vacant.

4.2 SURROUNDING LANDS

The subject lands are surrounded by both commercial and residential uses as follows:

North: to the north, the site abuts lands zoned C1 currently housing a residential use. Although the adjacent land to the north is zoned C1, the proposed site plan considers additional landscaping and privacy fencing along the property border to buffer the existing residential use.

East: to the east the site is bound by Market Street. On the opposite side of Market Street are commercially zoned lands.

South: to the south the site is bound by Hume Street. On the opposite side of Hume Street are several properties zoned and used for commercial purposes.

West: to the west the site abuts a property currently zoned and used for commercial purposes.

5.0 PLANNING ANALYSIS

In formulating the planning rationale for the proposed multi use commercial building located at 121 Hume Street the Growth Plan for Greater Golden Horseshoe, the Provincial Policy Statement 2020, the County of Simcoe Official Plan, and the Town of Collingwood Official Plan were reviewed.

5.1 GROWTH PLAN FOR GREATER GOLDEN HORSESHOE (GROWTH PLAN)

The Growth Plan seeks to direct growth to settlement areas and prioritize intensification, with a focus on strategic growth areas, including urban growth centres and major transit station areas, as well as brownfield sites and greyfields. The Growth Plan encourages growth through the development of complete communities with a diverse mix of land uses and housing types.

The proposed development represents commercial intensification on underutilized lands zoned and designated for development within a core commercial area of the Town of Collingwood. The proposal will bring additional business and employment opportunities to the community on existing commercial lands, serviced by existing municipal services, through well thought out and sustainable design.

The proposed mixed-use commercial building meets the goals and the policies of the Growth Plan and represents intensification and the efficient use of designated and zoned lands.

5.2 PROVINCIAL POLICY STATEMENT 2020 (PPS)

The proposed development conforms to the principles and goals of the Provincial Policy Statement 2020 (PPS) by proposing to develop a mixed-use commercial building in an existing serviced and core commercial area of Collingwood. The proposed development represents an efficient, orderly use of infrastructure through the intensification of lands designated and zoned for commercial growth.

The PPS vision “focuses growth within settlement areas and away from significant or sensitive resources and areas”. The PPS further indicates a need to efficiently develop lands to optimize the use of land, resources and investment in infrastructure to promote a mix of housing, employment, and open spaces.

The Hume Innovation Hub proposal on the subject lands is consistent with the PPS as follows:

- The subject lands are located in an existing settlement area and are designated and zoned for commercial development.
- The proposal will provide for employment opportunities within the Town through the redevelopment and intensification of commercial lands left vacant for over 10 years.
- The development efficiently uses existing infrastructure.
- The proposal promotes healthy and active living, with a well landscaped and pedestrian friendly site design, located in the core commercial area of the Town.
- The proposal provides for accessibility throughout the site plan and building to ensure full inclusion.

5.3 COUNTY OF SIMCOE OFFICIAL PLAN

The relevant policies of the County of Simcoe Official Plan have been reviewed as they pertain to the development of the subject property. The subject property is designated as “Settlement” in the County of Simcoe Official Plan. Settlement Areas are to be the focus of population and employment growth.

The proposed development conforms to the objectives and policies of the County of Simcoe Official Plan by proposing commercial development in an existing settlement area in a compact urban form. The development will promote the efficient use of existing municipal water and sewer facilities, existing transportation and utilities, and, other services.

The development as proposed represents an efficient use of lands and an appropriate intensification of underutilized lands already designated and zoned for commercial development in an established and serviced settlement area.

5.4 TOWN OF COLLINGWOOD OFFICIAL PLAN

The subject property is designated as Downtown Core Commercial within the Town of Collingwood Official Plan. Section 4.4 of the Official Plan provides for goals, and policies within the Commercial Districts throughout the Town.

Section 4.4.1 of the Official Plan outlines the goals of Commercial land uses within the Town as follows:

1. To strengthen Collingwood as a regional service centre.
2. To provide the widest possible range of retail and other commercial services to residents of Collingwood, residents of the surrounding communities, and visitors.
3. To protect and enhance the commercial role of the Downtown.
4. To ensure a high quality of visual and functional character of all commercial areas in Collingwood.
5. To create a policy framework and land use structure that will guide public and private decisions on the location of commercial uses over the timeframe of this Official Plan.
6. To concentrate the majority of commercial facilities in the Downtown, and the Regional Commercial District, with each node providing different yet equally-important commercial functions.

The Hume Innovation Hub supports the goals of the Official Plan as follows:

- The proposal creates a state-of-the-art building within the core commercial area which will provide employment opportunities for Collingwood and the Region as a whole.
- The building is designed to attract a variety of mixed commercial uses including retail opportunities on the ground floor.
- The proposal will enhance the commercial core by providing a state-of-the-art building located on a highly visible corner lot. The design of the building has strong consideration for the Urban Design Guidelines and surrounding buildings through stepped heights and varying use of materials.
- Parking areas have been oriented toward the rear of the building and landscaped from the main public roads.
- Sidewalks, which link the site with the fronting municipal roadways, encourage pedestrian friendly access in keeping with a core downtown designation.

Section 4.4.2 of the Official Plan provides the objectives of the commercial designations as follows:

1. To promote the continued strengthening of the Town's multifunctional downtown.
2. To create opportunities for the commercial intensification and expansion of the downtown.
3. To ensure the orderly expansion of retail and service commercial facilities in designated commercial areas.
4. To ensure that new commercial facilities will not jeopardize the planned commercial function of the commercial areas defined in this Official Plan.
5. To ensure that commercial facilities are compatible with surrounding land uses.
6. To ensure that commercial facilities meet all functional requirements such as traffic management, parking, and servicing.
7. To ensure that commercial facilities achieve a high standard of urban design.
8. Over time, the Regional Commercial District will expand in a southerly direction and Cambridge Street will be extended to join with Third Street.

The proposal meets the objectives of Section 4.4.2 of the Official Plan as follows:

- The proposal provides for a variety of commercial uses strengthening the commercial variety offered within the Town of Collingwood.

- The proposal represents the intensification of underutilized commercial lands which have sat vacant for over 10 years.
- The proposal is not an expansion of the commercial district but rather intensification of commercial lands located in a commercial core area and surrounded by commercial designated and zoned lands.
- The proposed commercial building provides adequate landscaping and buffering as well as a retaining wall and privacy fencing along its property boundaries. The building is designed to step down adjacent to existing structures and is sensitive to surrounding uses and zones.
- The proposal enhances the planned commercial area by proposing a state-of-the-art building to house commercial opportunities as planned for within the current designation and zoning of the property.
- The proposal has been designed to maximize the building area while providing adequate parking and access. The proposal is supported by technical reports to support the site design and layout.
- The proposal represents a high quality of urban design with landscaping, pedestrian linkages and a well-designed façade.

Section 4.4.3 provides general policies for commercial designated lands within the Town of Collingwood.

Section 4.4.3.1 Permitted Uses (OPA#12)

Within a Commercial designation shown on the Land Use Schedule, the predominant use of land shall be for commercial activities such as personal service, accommodation, retail shopping and office facilities in accordance with the provisions in this section of the Plan. Other activities may include institutional, residential and public uses. The Zoning By-law provisions for a particular location or site will not necessarily include the full range of uses generally contemplated for that designation, and specific restrictions on the size, type, and/or phasing of uses or other regulations may be set out in the applicable Zoning By-law to give effect to the policies of this Plan.

Comment: The proposal will provide for a range of commercial uses permitted within the existing C1 zoning for the property.

Section 4.4.3.2 Development Standards

All commercial development shall be adequately regulated by suitable provisions in the Zoning By-law including permitted uses, detailed standards of commercial lot and building requirements, adequate setbacks from property lines, appropriate off- street parking requirements, landscaped area or buffering requirements to protect adjacent residential areas, prohibition of nuisances, control over outside

storage, control of lighting for parking areas in certain cases and the control of commercial signage.

Comment: The site plan proposal provides for adequate parking and setbacks. There is no outside storage intended for the site. All lighting is intended to be dark skies compliant and will be reviewed by Town staff as part of the second Site Plan submission. The site plan contemplates adequate screening from adjacent residential uses with retaining walls, privacy fencing as well as landscaping.

Section 4.4.3.3 Intensification and Rehabilitation (OPA#12)

The Town will continue to support intensification and rehabilitation within the Downtown Core. Existing buildings should be conserved and renovated wherever practical throughout the Town.

Comment: The proposed development represents intensification of lands designated and zoned for commercial use. The lands have been vacant for over 10 years.

Section 4.4.3.4 Heritage District

Council supports the designation of the Downtown Core as a Heritage District within the definition of The Ontario Heritage Act. The preservation and the continued maintenance of the Downtown Core's architectural legacy will be supported through policy and regulatory frameworks.

Comment: The subject property is not located within the Heritage District. The site is adjacent to the Heritage District and as such a Heritage Impact Assessment was been prepared in support of the proposed development. The building design is sensitive to the Heritage District while creating a Downtown Gateway for the Town.

Site Plan Control

To ensure adequate design considerations are given to all new development and redevelopment projects, Council will support the development of detailed urban design guidelines for commercial areas and utilize site plan control procedures in accordance with the provisions of this Plan.

Comment: The subject property is subject to Site Plan Control.

Section 4.4.4 Downtown Core

As per Section 4.4.4 of the Town of Collingwood Official Plan, the Downtown Core designation is intended to be the primary location of cultural and civic uses and a major commercial focus for the Town. Retail is planned to continue as a major use within the Downtown Core. The proposed Hume Innovation Hub provides for a mixed-use commercial development on lands designated for such uses.

Section 4.4.4.1 of the Official Plan outlines the permitted uses within the Downtown Core to be the fullest and most diverse range of commercial activities. Permitted uses include all forms of retail and service commercial facilities including retail commercial establishments, food supermarkets, general merchandise stores, banks and financial institutions, business and professional offices, hotels, private clubs, places of recreation and entertainment, personal and business services, and other commercial activities. The intent of the proposed building is to accommodate a variety of permitted commercial uses within the Downtown Core through well designed and sustainable development.

Section 4.4.4.2 Built Form (OPA#12)

Within the Downtown Core area designation there is an approved Heritage Conservation District. Development and re-development within the Heritage Conservation District shall only take place in accordance with the requirements of the District Plan and a Heritage Impact Assessment may be required by Council. A Heritage Impact Assessment may also be required prior to the approval of development or re-development of properties adjacent to the District.

Development that is not within or adjacent to the District shall be consistent with Collingwood's Urban Design Standards.

Comment: The site has considered the Urban Design Manual to ensure its compatibility with the urban design standards of the Town of Collingwood.

Section 4.4.4.3 Appearance

Council shall encourage the visual improvement of the Downtown Core. This may include:

- 1. the coordination of signage, fascia's, lighting, landscaping and general maintenance;*
- 2. the acquisition of centralized communal parking areas in the Core and the suitable landscaping and maintenance of such facilities;*
- 3. the effort of the Town to use small spaces for amenities such as benches, planters, street lighting, street furniture or public art; and*
- 4. the completion of specific design criteria in the Town's Urban Design Guidelines.*

Comment: The Hume Innovation Hub proposal:

- provides for a landscaped and pedestrian friendly design with the building pushed to the street enhancing the overall streetscape;
- provides for a private amenity area on the roof;

- provides adequate on-site parking screened from view as much as possible; and
- has strong consideration for the Urban Design Guidelines.

Section 4.4.4.4 Off-Street Parking

Within the Downtown Core designation, all development shall provide adequate off- street parking in accordance with existing Zoning By-law standards. On-site parking requirements for specific non-residential development/redevelopment proposals in the Downtown Core may be satisfied through communal, municipal or privately- owned parking areas located elsewhere in the Core. Provision of cash-in-lieu parking may be required in accordance with the Planning Act.

Comment: The proposal provides for adequate on-site vehicle parking as well as exceeds the bicycle parking requirements for the C1 Zone.

Section 4.4.4.5 Open Storage

No open storage of goods or materials shall be permitted in the Downtown Core.

Comment: No outside storage is proposed on the lands. All outside utilities required to service the site are intended to be screened with landscaping as much as possible.

As demonstrated, the Hume Innovation Hub proposal conforms to the goals objectives and policies of the Town of Collingwood Official Plan by promoting well designed commercial development within a core commercial area.

6.0 CONCLUSION

The proposed development represents commercial intensification on lands designated and zoned for commercial development in a serviced area of the Town of Collingwood.

It is the professional planning opinion of the undersigned the proposed Hume Innovation Hub commercial development represents good land use planning for the following reasons:

- The proposed development is located within the settlement area and will be serviced by existing municipal sewer and water services.
- The proposed development is compatible with the surrounding land uses.
- The proposed site development has been designed to accommodate fulsome comments provided by Town staff and peer review agencies.
- The proposed development represents intensification of currently underutilized lands within the core commercial district of the Town.
- The site has been designed to enhance the commercial area with contemporary design and an enhanced streetscape.

- The Minor Variance requested to accommodate the proposed Hume Innovation Hub is minor in nature and maintains the intents and goals of the Town of Collingwood Official Plan and Zoning Bylaw.
- The proposal will assist in providing additional retail and commercial space in the Town of Collingwood along a key commercial corridor and Downtown Gateway location.
- The proposed development conforms to the goals, objectives, and policies of the Growth Plan, the Provincial Policy Statement 2020, the County of Simcoe Official Plan, and the Town of Collingwood Official Plan.

Respectfully submitted,
RUDY & Associates

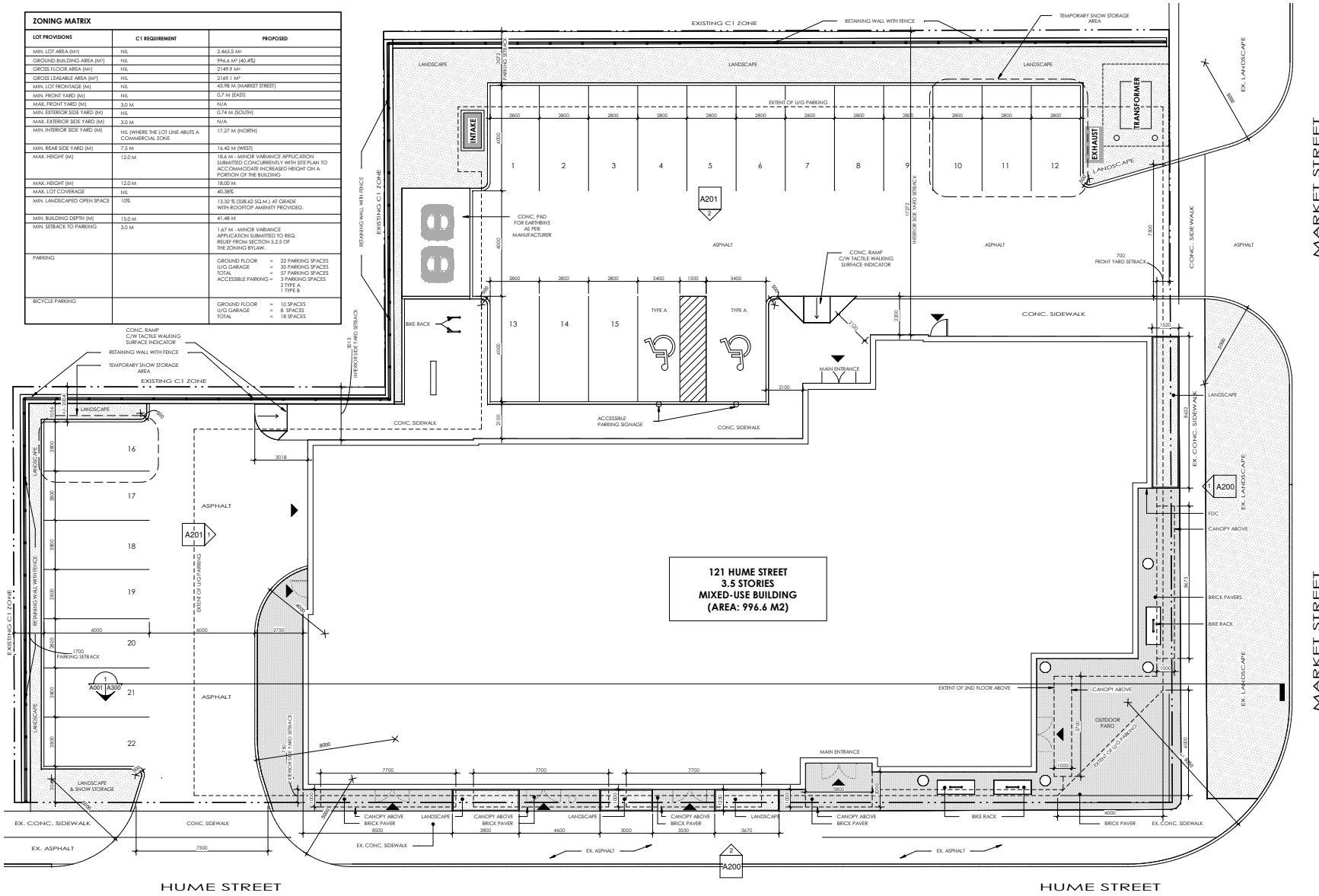
A handwritten signature in dark ink, appearing to read "M Cutts".

Michelle Cutts, MCIP, RPP
Principal Planner

APPENDICES

Appendix A – Site Plan and Elevations

ZONING MATRIX		
LOT PROVISIONS	C1 REQUIREMENT	PROPOSED
MIN. LOT AREA (M ²)	N/A	2,465.5 M ²
GROUND BUILDING AREA (M ²)	N/A	996.6 M ² (40.4%)
GROSS FLOOR AREA (M ²)	N/A	2,149.9 M ²
GROSS USABLE AREA (M ²)	N/A	2,149.9 M ²
MIN. LOT FRONTAGE (M)	N/A	43.76 M (MARKET STREET)
MIN. FRONT YARD (M)	N/A	0.7 M (R/S)
MAX. FRONT YARD (M)	N/A	N/A
MIN. EXTERIOR SIDE YARD (M)	N/A	0.3 M (R/S)
MAX. EXTERIOR SIDE YARD (M)	3.0 M	N/A
MIN. INTERIOR SIDE YARD (M)	N/A (WHERE THE LOT LINE ABUTS A COMMERCIAL ZONE)	17.27 M (NORTH)
MIN. REAR SIDE YARD (M)	7.5 M	16.42 M (WEST)
MAX. HEIGHT (M)	12.0 M	18.6 M - MINOR VARIANCE APPLICATION SUBMITTED CONCURRENTLY WITH SITE PLAN TO ACCOMMODATE INCREASED HEIGHT ON A PORTION OF THE BUILDING
MAX. HEIGHT (M)	12.0 M	18.0 M
MAX. LOT COVERAGE	N/A	40.38%
MIN. LANDSCAPED OPEN SPACE	10%	13.32 % (3842 SQ.M.) AT GRADE WITH ROOFTOP ASBESTOS PROVIDED.
MIN. BUILDING DEPTH (M)	15.0 M	41.48 M
MIN. SETBACK TO PARKING	3.0 M	1.67 M - MINOR VARIANCE APPLICATION SUBMITTED TO REQ. RELIEF FROM SECTION 2.3.3 OF THE ZONING BY-LAW.
PARKING		GROUND FLOOR = 22 PARKING SPACES U/O GARAGE = 35 PARKING SPACES TOTAL = 57 PARKING SPACES ACCESSIBLE PARKING = 3 PARKING SPACES 2 TYPE A 1 TYPE B
BICYCLE PARKING		GROUND FLOOR = 10 SPACES U/O GARAGE = 8 SPACES TOTAL = 18 SPACES



1 SITE PLAN
A001
1:100

GENERAL NOTES

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11	DEC 14, 2020	ISSUED FOR CLIENT REVIEW	AA
12	DEC 14, 2020	ISSUED FOR CLIENT REVIEW	AA
13	DEC 14, 2020	ISSUED FOR CLIENT REVIEW	AA
14	JUN 18, 2021	ISSUED FOR CLIENT REVIEW	AA
15	JUL 10, 2021	ISSUED FOR CLIENT REVIEW	AA
16	JUL 10, 2021	ISSUED FOR CLIENT REVIEW	AA
17	JUL 10, 2021	ISSUED FOR CLIENT REVIEW	AA
18	JUL 10, 2021	ISSUED FOR CLIENT REVIEW	AA
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HUME HUB MIXED USE DEVELOPMENT
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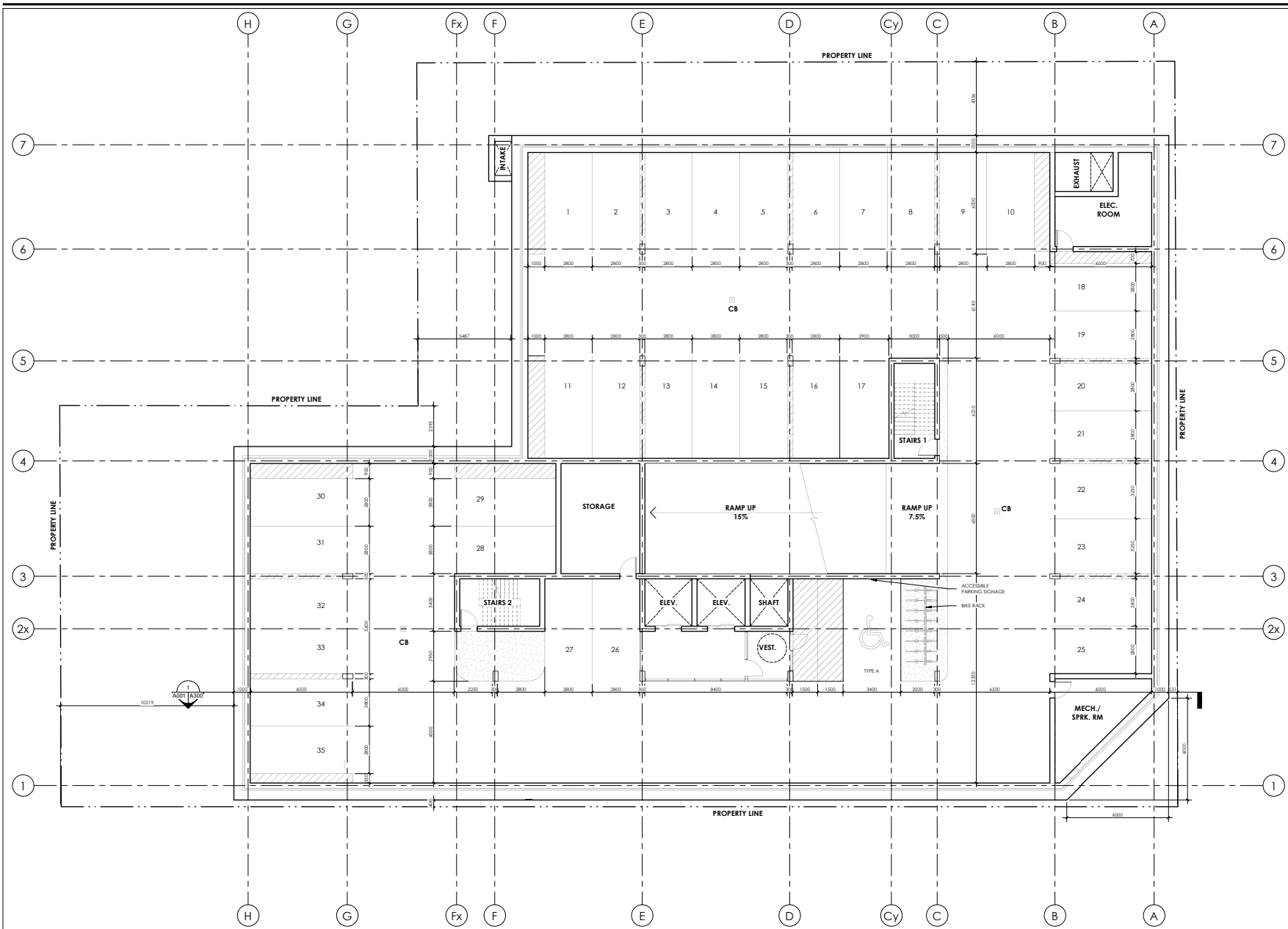
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SITE PLAN

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11	DEC 14, 2020	ISSUED FOR CLIENT REVIEW	AA
12	DEC 16, 2020	ISSUED FOR CLIENT REVIEW	AA
13	DEC 17, 2020	ISSUED FOR REV	AA
14	JUN 08, 2021	ISSUED FOR CLIENT REVIEW	AA
15	JUL 07, 2021	ISSUED FOR CLIENT REVIEW	AA
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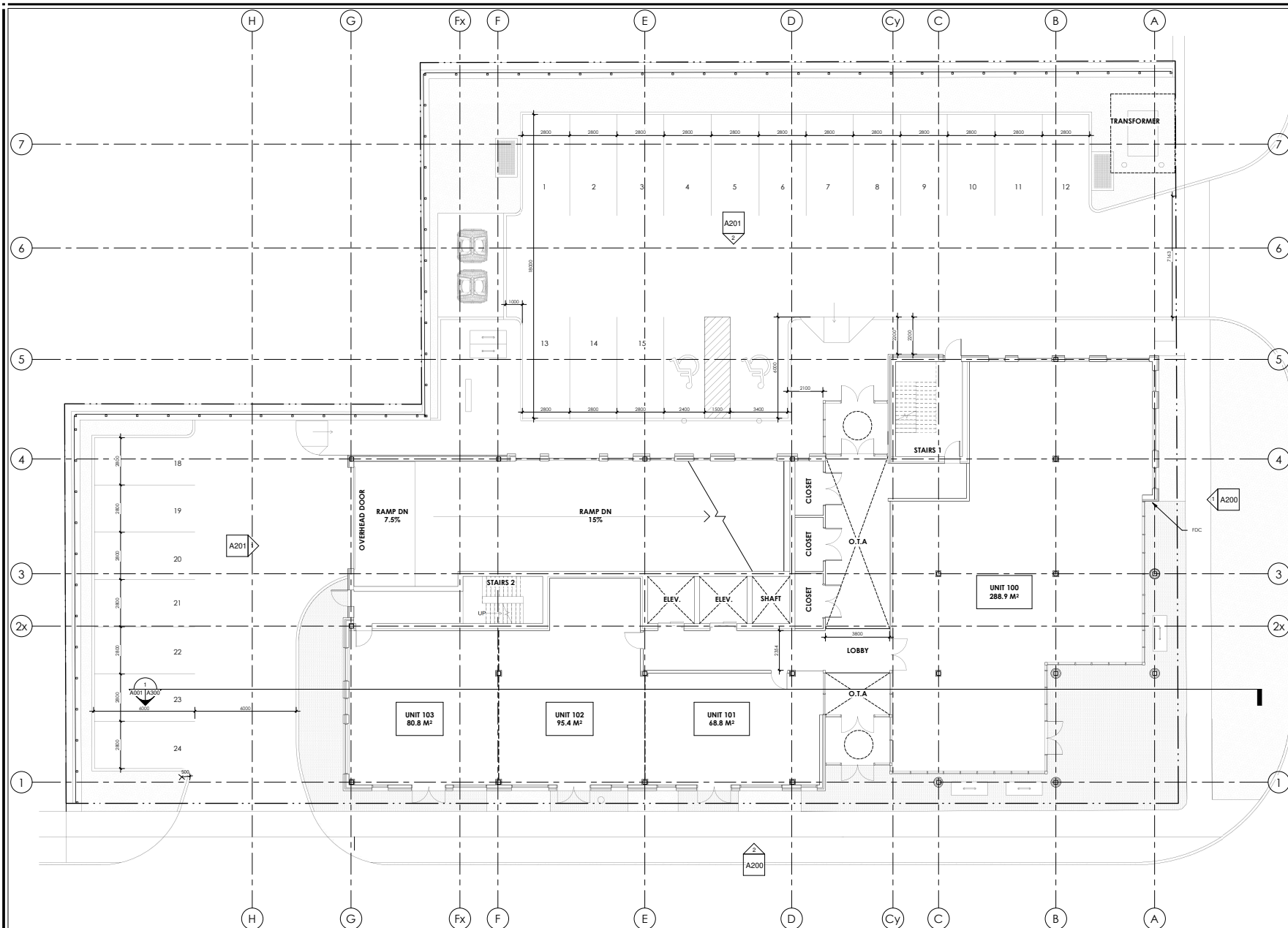
UNDERGROUND
PARKING PLAN

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A100

1 UNDERGROUND PARKING

1 : 100



1 GROUND FLOOR PLAN
A101 1 : 100

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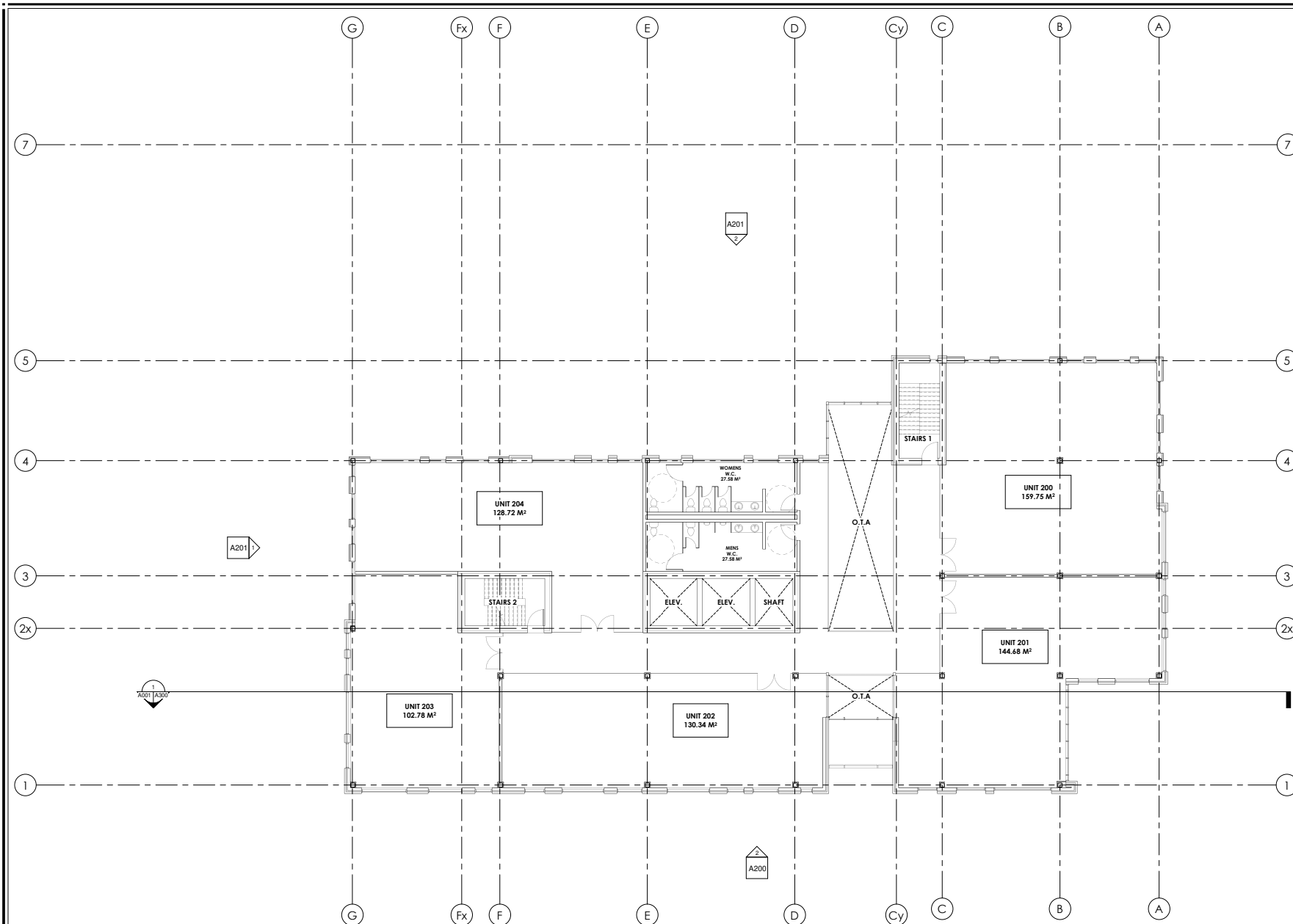
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SECOND FLOOR PLAN

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NOV 2019

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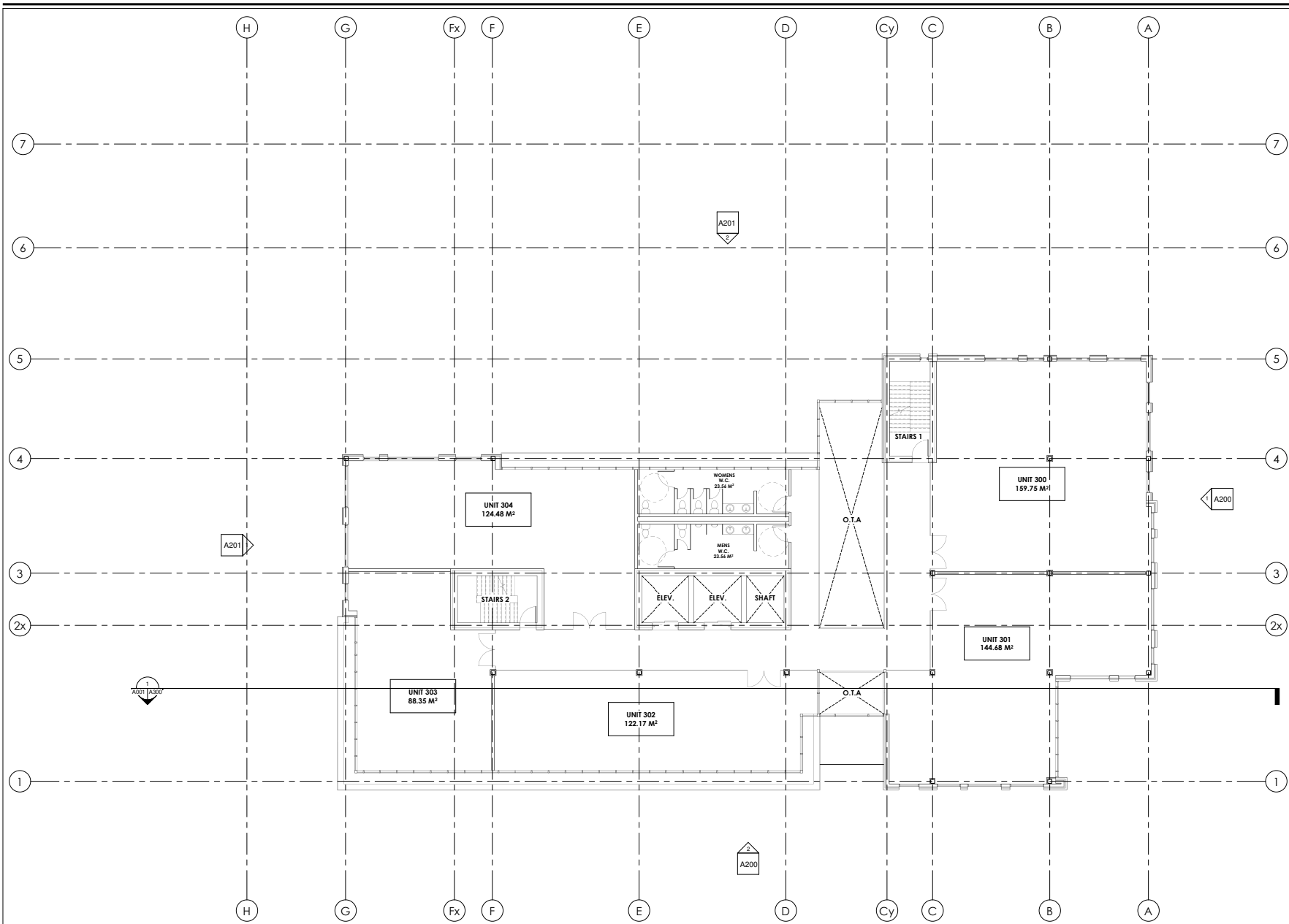
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1 2ND FLOOR

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4	JUL 07, 2020	ISSUED FOR CLIENT REVIEW	AA
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6	DEC 07, 2020	ISSUED FOR CLIENT REVIEW	AA

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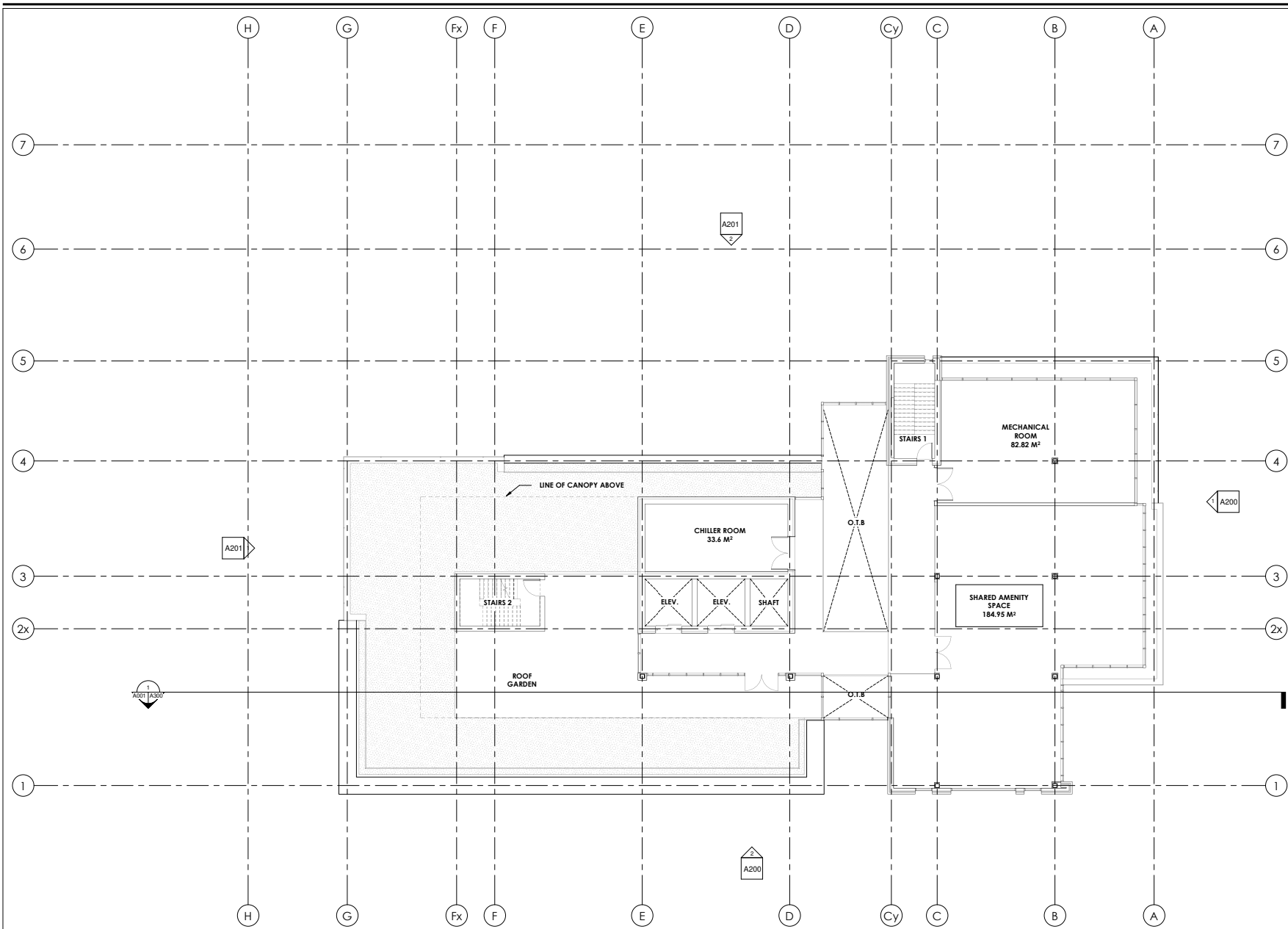


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THIRD FLOOR PLAN

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10	DEC 16, 2020	ISSUED FOR CLIENT REVIEW	AA
9	DEC 17, 2020	ISSUED FOR SPA	AA
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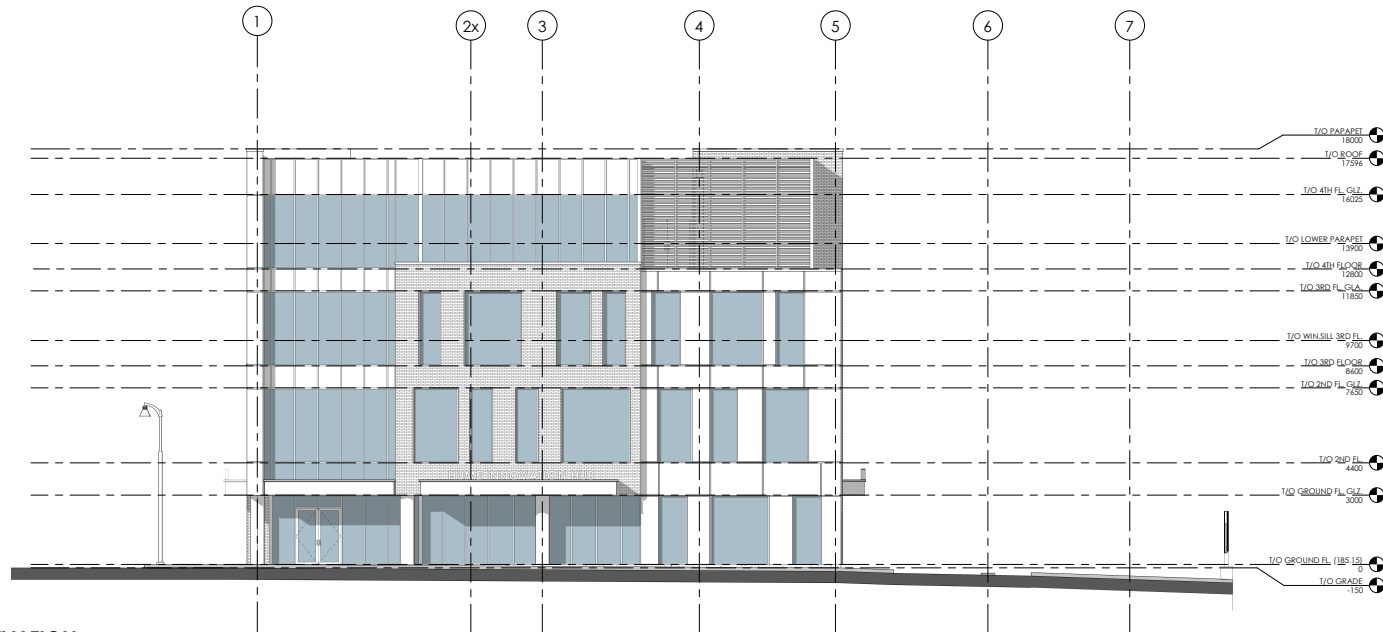
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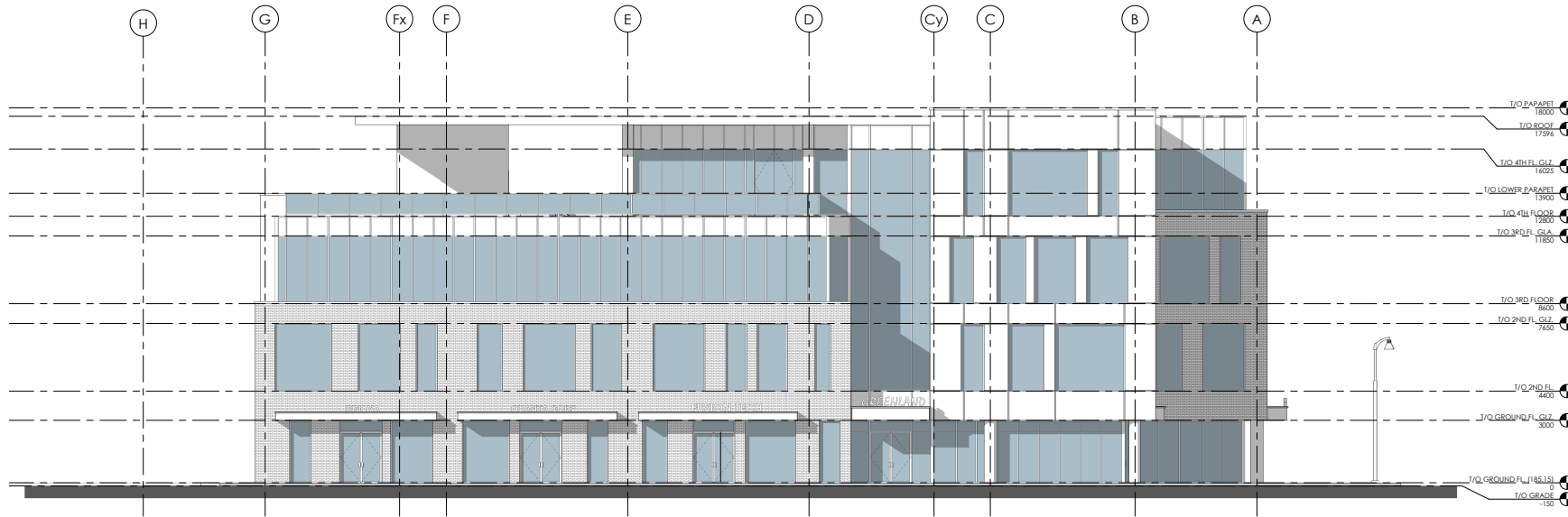
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**ROOF GARDEN
PLAN**

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A104



1 EAST ELEVATION
A200
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2 SOUTH ELEVATION
A200
1 : 100

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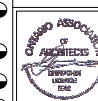
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**SOUTH AND EAST
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NORTH AND WEST ELEVATIONS

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Issued for Construction

Drawn By: BA

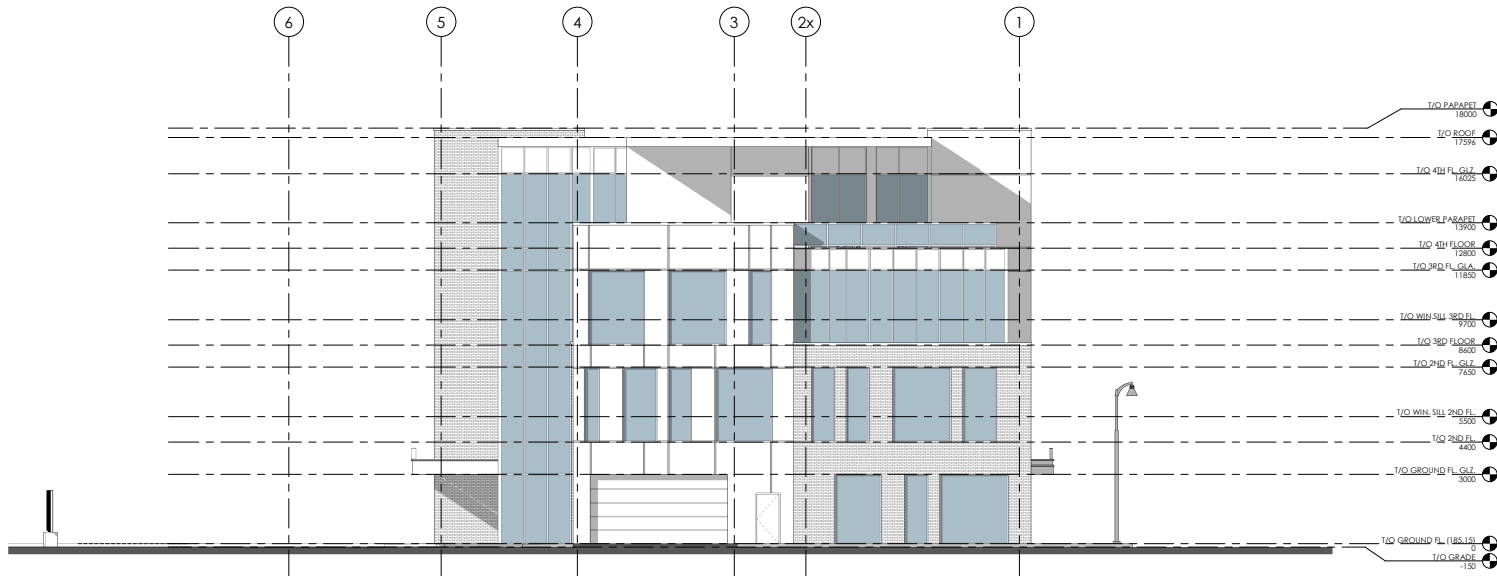
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Date: NOV 2019

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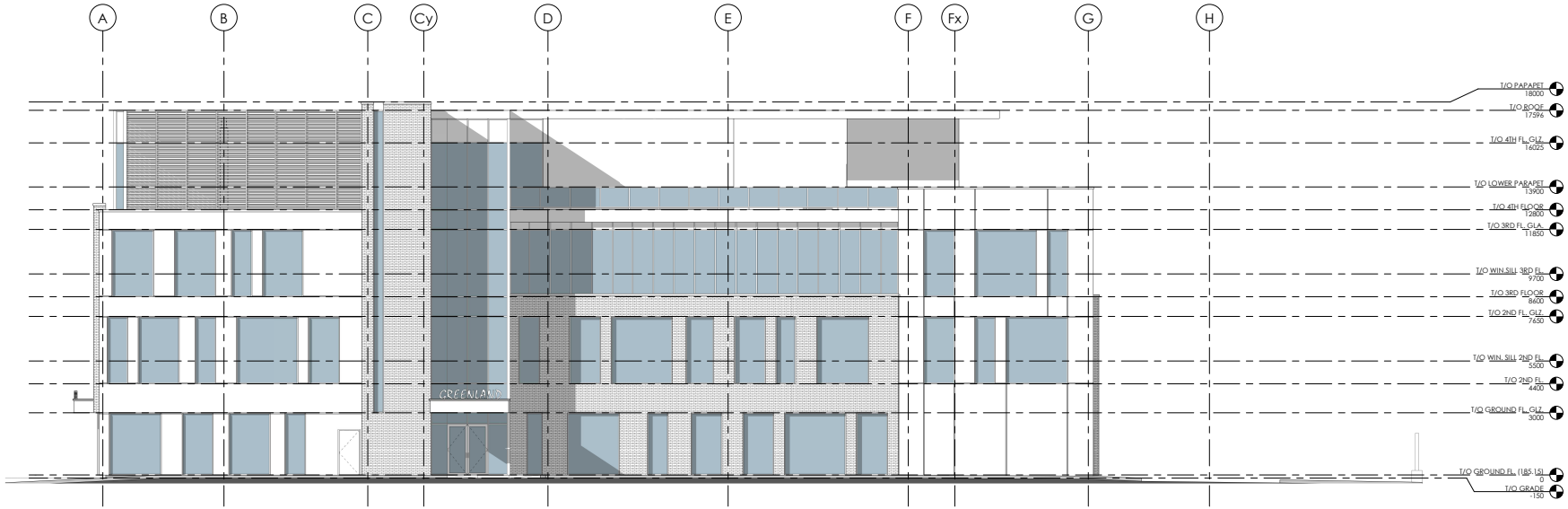
Project No.: 2019-198

A201



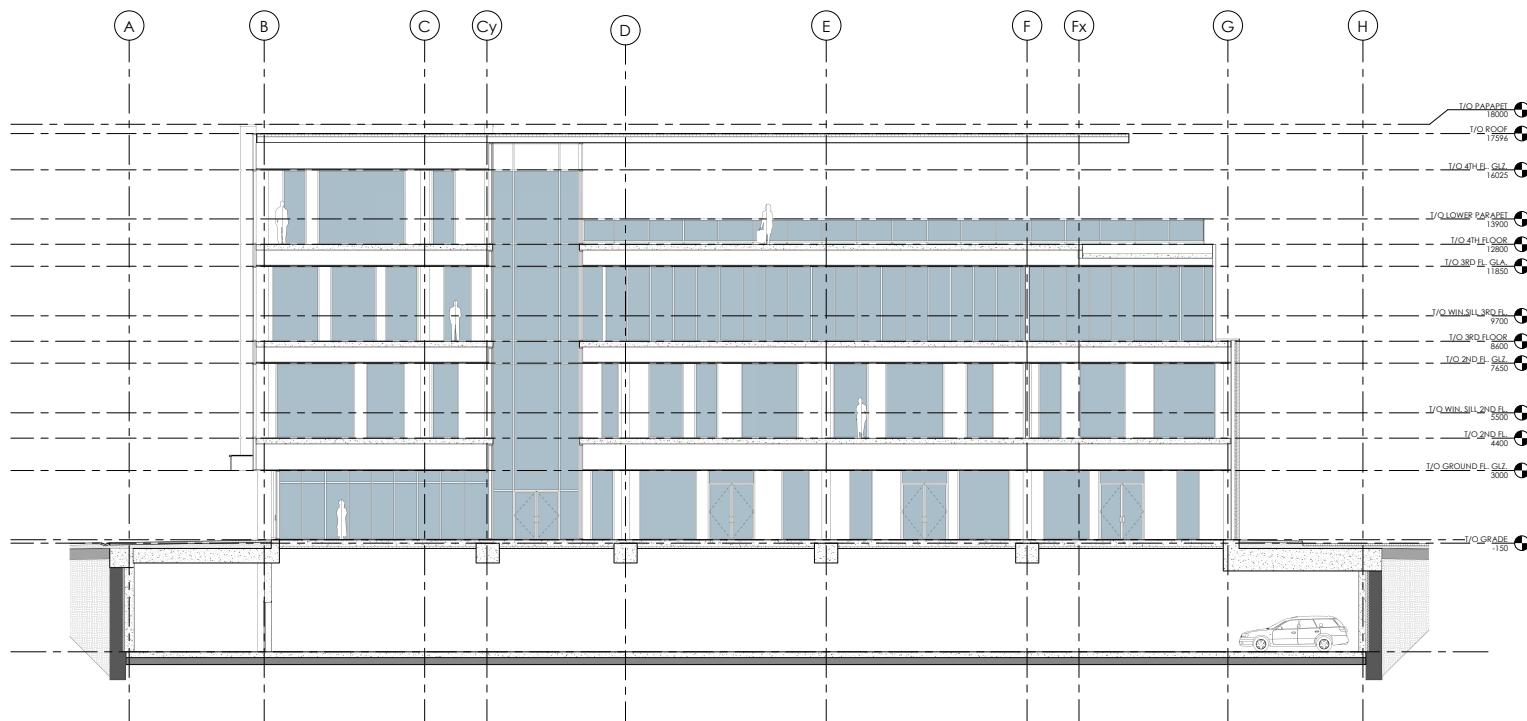
1 WEST ELEVATION

1 : 100



2 NORTH ELEVATION

1 : 100



1 CROSS SECTION
A300
1 : 100

GENERAL NOTES

NO.	DATE	REVISION	BY:
10	DEC 04, 2019	ISSUED FOR CLIENT REVIEW	AA
11	DEC 14, 2019	ISSUED FOR CLIENT REVIEW	AA
12	DEC 16, 2019	ISSUED FOR CLIENT REVIEW	AA
13	DEC 17, 2019	ISSUED FOR REVIEW	AA
14	JUN 18, 2020	ISSUED FOR CLIENT REVIEW	AA
15	JUL 07, 2020	ISSUED FOR CLIENT REVIEW	AA
16	JUL 08, 2020	ISSUED FOR CLIENT REVIEW	AA
17	JUL 07, 2020	ISSUED FOR CLIENT REVIEW	AA
18	DEC 07, 2020	ISSUED FOR CLIENT REVIEW	AA

COMMISSION:

HUME HUB MIXED USE DEVELOPMENT

121 HUME STREET, COLLINGWOOD, ON



SHEET TITLE:

CROSS SECTION

Issued for the Zoning

Issued for Site Plan Agreement

Issued for Permit

Issued for Tender

Issued for Construction

DRAWN BY: BA

CHECKED BY: WC

DATE: NOV 2019

SCALE: AS SHOWN

PROJECT No.: 2019-198

DWG. No.

NOV 2019

AS SHOWN

2019-198

A300

Appendix B – Urban Design Peer Review

#	Planning Partnership Comment	Response
1.	Consider locating the access to below grade parking from Market Street.	Please refer to Appendix A for the Entrance Review details and communications with the Town of Collingwood.
2.	Consider extending the building to the west to create more uses/storefronts along the street.	The Hume Street frontage has been extended further east by an additional 6 metres. Additional storefronts have been added to further articulate and engage the urban fabric.
3.	Consider adding a landscaped amenity along Hume Street, beside the heritage property.	Please see revised Landscape Plan which provides additional in ground plantings along Hume Street frontage.
4.	Coordinate and design the perimeter fencing to respect adjacent uses and views; in particular, ensure that the portion of fence along the west property line properly screens parking and servicing areas from public view while not blocking views of the heritage building / property to the west.	Perimeter fence has been designed to TOC STD. No. 502 standards as requested by the Town of Collingwood LA Peer Review. It screens parking and service areas from adjacent properties.
5.	Consider providing a landscaped amenity/patio space along the Hume Street frontage.	An outdoor patio area has been added to the site plan at the corner of Hume Street and Market Street.
6.	The sketch on the facing page suggests an alternative site design that should be explored. It shows: ◦ the reconfiguration of the building to create a continuous street wall, with active frontages, along Hume Street; ◦ access from Market Street, with at-grade parking and parking ramp located behind the building	The architectural site plan has been revised, showing reconfigured street wall and active Hume Street frontages. An outdoor patio area has also been added to the corner of Hume and Market street to create an active frontage. As previously discussed, a parking ramp at Market Street is not feasible. Parking along Hume Street has been reduced and adequate screening has been provided.

7.	Ensure that the massing and orientation of the building reinforces the 'Downtown Gateway' location.	1. Along Hume Street, the accessible parking space on the west is now infilled with building frontage; reinforcing the presence of the building along Hume St. and creating more store frontage. 2. The 2-storey masonry massing reflects the 2 storey fabric of the neighboring properties. 3. The 3rd and 4th floor amenity space is wrapped with a lighter material "Glass" and has been recessed to disappear and not be assertive. 4. The corner is pushed back and jogged to soften the intersection of Hume & Market Street. 5. The building is designed in a contemporary style which meets the design standards of city of Collingwood
8.	Provide a building step back above the second level and/or change materials to reinforce the typical height of buildings nearby (streetwall).	A building setback has been created on the 3 rd and 4 th floor to highlight the 2 story building fabric of Hume Street (Refer to Revised Elevations)
9.	Select a different material for the retail level to further emphasize the base of the building and the pedestrian scale.	Masonry has been selected for the first 2 stories to further emphasize the base. (Refer to Revised Elevations)
10.	Treat the façade of the building as a series of planes that reflect the scale (i.e. width) of typical commercial frontages on Hurontario Street.	The building along Hume street has been vertically articulated to match the frontages on Hurontario Street. (Refer to Revised Elevations)
11.	Avoid replicating the design of surrounding heritage buildings and instead, reference their predominant design elements, including: • ° A distinct commercial building base; • ° A change of materials at the ground floor;	See revised architectural elevations denoting change of material at the 2 storey podium with distinct commercial building base, continuous line of sign band, similar window sizes, avoidance of arched windows, and contrasting materials. (Refer to Revised Elevations)

	◦ A continuous line of sign band/first floor; ◦ Similar sizes and proportions of windows; ◦ Avoidance of the arched window typology which does not reflect any heritage characteristic; and, ◦ Materials that provide contrast to the predominant red brick found in the area.	
12.	Provide a distinct building top that reflects the building's style; reconsider the oversized cornice.	The cornice has been eliminated and the building is designed in a contemporary fashion. (Refer to Revised Elevations)
13.	Avoid a chamfered building corner; provide and articulated corner that addresses both street frontages and frames the intersection. Consider a notched or recessed building wall that creates an opportunity for a covered entrance.	The chamfered corner has been removed. Notched and recessed building wall respecting daylight triangles are shown. Curtain wall and storefront glazing is introduced. (Refer to Revised Elevations)
14.	Extend the first floor "top of the retail" expression to provide a face between the parking and the street.	The first floor has been extended; refer to the revised elevations
15.	Consider a contemporary design expression that is in keeping with the intended use of the buildings and an 'innovation hub'.	A more contemporary design has been proposed. (See revised architectural elevations)
16.	Consider using solid materials such as stone or brick for the first two levels of the building that reinforce the historic at grade retail character. Contrasting materials may be considered for the upper levels, including glass or metal.	Masonry Brick is used for the first two stories along Hume Street. Curtain wall glazing is introduced on the 3 rd and 4 th floor. (See revised architectural elevations)
17.	Extend the building to the west property line.	The Hume Street frontage has been extended further east by an additional 6M. Additional storefronts has been added to further articulate an engage the urban fabric. (See revised architectural elevations)

18.	The two-storey building base should be expressed through a step back above the second storey and/or a change of materials above the second storey.	The 3 rd floor and 4 th floor is recessed as requested. (Refer to the revised elevations)
19.	The vertical pattern of the façade is carried across the portion of the building to the west through the expression of columns on a regular rhythm but is less successful on the four-storey portion. The change of façade expression on the four-storey portion of the building appears to be an attempt to replicate some heritage elements, which is also reflected by the materials. A more contemporary expression is recommended and would be a more successful design approach.	A more contemporary approach has been explored in the revised building design. (Refer to the revised elevations)
20.	Consider stepping back the width of the façade that extends north.	The building is stepped back to provide an accessible sidewalk from the back entrance to the market street. (Refer to the revised site plan drawing)
21.	This elevation is one that accommodates the mechanical room on the roof. The impact of that portion of the façade would be lessened with a greater setback.	The 4 th floor mechanical room is recessed as requested (Refer to the revised elevations and drawings)
22.	Corresponding to the extension of the building along the Hume Street frontage, reduce the mass of the building to accommodate a row of parking.	The mass of the building can not be reduced further to accommodate a row of parking. If required, a variance will be obtained for parking deficiency.
23.	Provide the same or comparable degree of façade articulation as that of the south elevation.	All the elevations are revised and redesigned to meet the design standards of the City of Collingwood. (Refer to the revised elevations)
24.	Ensure consistency in design from the top to the bottom of the building. In this, and as stated previously, a contemporary design expression for the entire building is strongly encouraged.	As requested, the building is designed in a contemporary fashion. (Refer to the revised elevations)
25.	Provide a landscaped amenity space at-grade.	Amenity area has been provided at the rear of the building. In addition, an outdoor patio

		area has been provided at the corner of Hume and Market Street.
26.	Introduce low walls and/or low planters along the building that can be used to 'soften' the edge and reinforce a pedestrian scale.	See attached revised Landscape Plan with additional plantings along the front of the building to soften the streetscape. Low walls or planters have not been provided as they will be damaged by winter snow removal activities.
27.	Provide an enhanced fence design, coordinated with and/or complementary to the building style / materials; fence should not extend beyond the front wall of the adjacent building to the west.	Fence has been designed as requested by the Town LA Third Party Peer review. The fence ends at the last parking spot closest to Hume St. so the landscape buffer can be seen.
28.	Provide some planting at the corner.	Plantings have been provided along the Hume St. frontage.
29.	Consider replacing unit pavers with concrete paving with patterning in the form of saw cuts and accent textures etc. which correspond to the building elements.	Patterned and textured concrete does not withstand winter snow removal activities. Unit paving has been selected to complement the modern building style and colour and a contracting soldier course provides additional visual interest.
30.	Provide continuous/consistent pavement from the face of the building (or low walls) to the curb (pedestrian zone) and extending along Market Street.	The existing ROW along Hume St. frontage is asphalt and will remain as it is consistent with the rest of Hume St. east of St. Marie. The ROW on Market St. will be sod.
31.	Animate the streetscape with landscape elements (textured pavement, bollards, benches, etc.).	The streetscape has been enhanced with unit paving and in ground landscaping.
32.	Reinforce the tree lined residential character along Market Street; provide canopy street trees, within the grass boulevard.	Street tree provided on Market St. where possible with sodded boulevard.

33.	Coordinate the pavement with the Hume Street streetscape.	Paving has been coordinated with the building. The Hume St. streetscape does not extend beyond the Hume St. and St. Marie intersection.
34.	Increase all trees along edges to a minimum of 60mm caliper and the size of plantings along lot lines for better screening of parking from private residential.	60 caliper trees have been incorporated where root zone permits. Parking is screened by wood privacy fence and planting will not be seen by the private residence to the north.
35.	Use at least 2 native shrub species (currently only 1/5) and at least 1 native perennial species (currently 0/3).	Native shrub species have been increased. Perennial species remain as proposed as they are hardier and salt tolerant.



121 HUME STREET
Town of Collingwood

URBAN DESIGN PEER REVIEW

September 22nd, 2020

TABLE OF CONTENTS

1.0 INTRODUCTION	05
2.0 CONTEXT	07
PLANNING / DESIGN FRAMEWORK	
NEIGHBOURHOOD	
EMERGING VISION: HUME STREET	
3.0 URBAN DESIGN REVIEW	12
SITE DESIGN	
BUILT FORM DESIGN	
STREETSCAPE / LANDSCAPE	



1.0 INTRODUCTION

This is a peer review of the urban design aspects of the site plan and minor variance application for 121 Hume Street, Town of Collingwood, Simcoe County, Ontario, submitted by Rudy & Associates Planning on behalf of 2554281 Ontario Ltd.

The Planning Partnership is retained by the Town of Collingwood to provide analysis, commentary, and recommendations on the built form and landscape design character and compatibility of the proposed 121 Hume Street development, within its context.

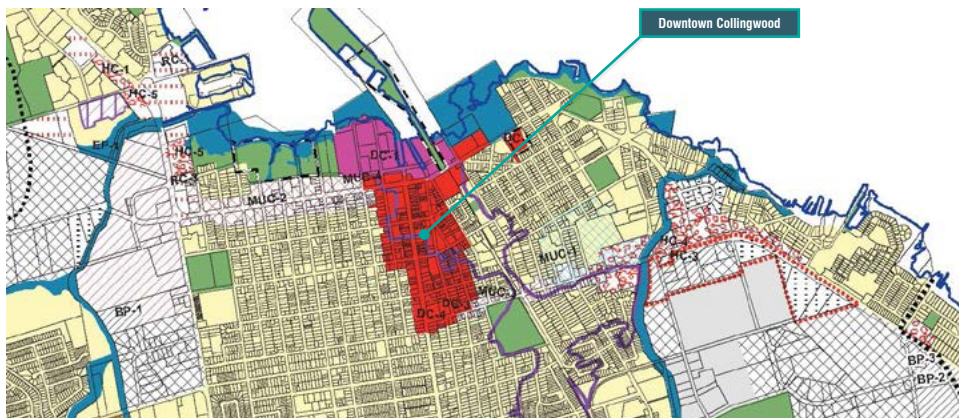
This Peer Review is based upon the 1st submission architectural drawings, landscape drawings and urban design brief. It considers those aspects of the proposed site organization, building design and landscape design that involve the potential of the proposed development to achieve the Town's aspirations for good urban design,

namely to promote design excellence, ensure compatibility with the surrounding existing context and enhance the character of the emerging context.

Of particular significance, this includes the role of the proposed development to influence the character of Hume Street as a gateway to downtown Collingwood / Collingwood Downtown Heritage Conservation District ('CDHCD') and as a transition from existing car oriented commercial uses located east of the site, to the pedestrian oriented downtown and residential neighbourhoods located west, north and south of the site.

This review considers the built environment that exists today and anticipates how it will evolve over time. With the latter, considerations include the planning and design framework, foundational urban design principles and an emerging vision for the Hume Street corridor.





2.0 CONTEXT

PLANNING / DESIGN FRAMEWORK

OFFICIAL PLAN

The subject site is located in the Downtown Commercial Core, is surrounded by commercial areas and abuts both existing residential uses as well as the Collingwood Downtown Heritage Conservation District ("CDHCD").

It is within the Mixed Use Intensification Area and, more specifically, the Mixed Use Downtown Commercial Core area of the Town.

The proposed development of a multi-use commercial building, with at-grade and underground parking and landscaping fits within the planning context.

The Official Plan recognizes that high quality urban design is essential to achieving compact and complete communities, and creating an attractive, accessible, walkable and safe built environment.

The Official Plan:

- promotes high quality urban form and public open spaces;
- directs new development to the downtown core;
- requires that new development incorporates barrier-free design to facilitate accessibility for persons with disabilities and the elderly; and,
- seeks to protect the health of the natural environment by reducing the environmental impacts associated with new development and making enhancements where feasible.

It further states that the following objectives should be utilized in assessing new development proposals including plans of subdivision and condominium, or public works and other major development proposals.

1. Maintenance of existing topography, vegetation and grades shall be encouraged within the constraints of sound engineering practice. Additional landscaping shall generally be required to ensure an appropriate percentage of tree canopy.
2. That mixed use development, including public open spaces and co-location of public service facilities, be encouraged in order to improve options for working and living in close proximity and to reduce the number of vehicle trips necessary to obtain daily conveniences.
3. Community design shall emphasize public access, safety and health.
4. Building orientation is to emphasize pedestrian access and accessibility for transit services and on-site parking lots shall generally be screened from surrounding roads and property.
5. Landscape details on individual lots or sites shall blend with other surrounding properties and with the character of the area as a whole. The use of building materials and building designs that blend in with the landscape and with each other shall be encouraged.
6. The scale of buildings and structures shall be appropriate to their surroundings.

These objectives provide the overarching design directions for development in the community, including the subject site. While they will not be used as a checklist, they should be considered reference points for this review.

URBAN DESIGN MANUAL (UDM)

The Town of Collingwood Urban Design Manual (UDM) encourages the design of a complete, effective and sustainable built environment consistent with Collingwood's character and vision for the future.

It is a comprehensive document that includes street tree planting, subdivisions, transportation, landscaping, and site character.

Although the UDM applies to all projects subject to review, including site plan control applications, its focus is mainly on the development of new communities. However, while the UDM is not entirely applicable to this 'infill' development, it provides guidance on design matters that are directly related to ensuring that development projects are of high quality, pedestrian-oriented, interconnected, and sensitive to the natural and built environment. It also includes standards to protect and enhance the tree canopy including maintaining significant existing trees and/or vegetation, requirements for buffers, landscape perimeters, or tree canopy.

The Landscape & Public Spaces section requires the use of hardy native plant and non-invasive species that require little or no irrigation as well as street trees along all streets and pedestrian connections for all developments.

NEIGHBOURHOOD

The subject site is located within the downtown and adjacent to residential neighbourhoods as well as a host of community amenities and facilities. The walkability of the development means that it should be planned and designed to enhance pedestrian connections/access to the surrounding street fabric and that the streetscape environment should prioritize pedestrians. Within this context, the proposed development should demonstrate / illustrate how it is connected to the surrounding area.

Similarly, development should also show how it relates to the built context, the adjacent building forms, including heritage designated and non-designated buildings and the public realm. It's important to note that although the site is not located within the CDHCD, its character will help to strengthen the identity of the Downtown heritage district while also defining re-development themes in the Hume Street / intensification corridor.

The evaluation of the proposed development will take into consideration its role and impact on the corridor. For this reason, the following pages illustrate a desired urban design character that articulates the Town's vision for development along this important corridor.



- Legend**
- The Subject Site
 - 200 metre walking radius
 - 400 metre walking radius



Hurontario Street commercial buildings



St. Marie Street residential forms



Residential neighbourhood



Monaco Development (digital illustration) - currently under construction



Hume Street residential forms, south side



Market Street residential form, east side



Hume Street existing streetscape character

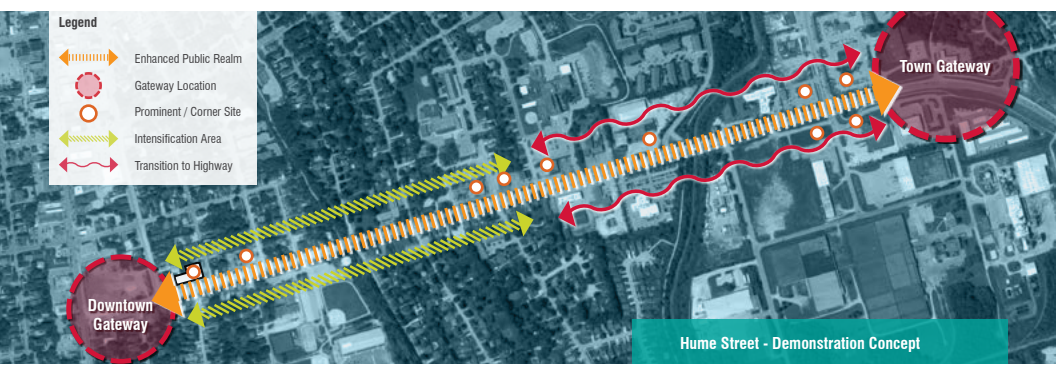


Hume Street residential forms, south side



Market Street streetscape character

EMERGING VISION: HUME STREET



Enhanced Public Realm

- Increased setbacks where possible.
- Widened sidewalks.
- Street trees on both sides of street.
- Coordinated family of street furniture/ street elements.
- Active uses at street level.



Town Gateway

- Landmark buildings.
- Relatively taller buildings.
- Enhanced public space(s).
- Placemaking and identity elements.

Downtown Gateway

- Buildings frame the street.
- Iconic building at view terminus.
- Consistent building base/podium related to Hurontario Street.



Intensification Areas

- Transition to residential built form and to heritage area (form and design).
- Compatible building designs.
- Consistent building base/podium related to residential massing (2 storeys) along the street.
- Transition in building set backs.
- Coordinated, complementary landscaping.



Prominent / Corner Sites

- Highly articulated corner buildings, that 'book end' the block.
- Equal articulation on the two publicly visible facades.



Transition to Highway

- Buildings located close to the street line.
- Mixed use buildings with active at-grade uses along the street.
- Parking, loading and services areas located behind buildings or underground and screened from public view.
- Enhanced pedestrian zone with widened sidewalks, street trees, street furniture, coordinated street elements.

3.0 URBAN DESIGN REVIEW

Urban design involves the arrangement and design of the built environment and provides a framework that gives form, shape and character to buildings, public spaces, streets and amenities. It blends architecture, landscape architecture and town planning together to make neighbourhoods and towns functional and attractive. Ultimately, it seeks to make connections between people and places, movement and urban form, and the natural and built fabric of the community.

Urban design evaluation involves equal consideration for the site specific design elements as well as the immediate and broader surrounding context, both existing and planned.

The evaluation of the proposed development on 121 Hume Street, is intended to promote high quality urban design that is based upon the quality, scale and character of the surrounding existing and emerging contexts, reinforcing 'human scaled' environments, and promoting sense of place.

Additionally, the unique nature of the site's adjacency to the CDHCD requires an approach to design that is sensitive to and strengthens the existing heritage character while at the same time create future heritage for the area. There are many approaches to development within and adjacent to heritage areas however, the general best practice is to avoid heritage replication and instead, create new designs that celebrate heritage through contrast and juxtaposition. This peer review promotes the latter approach.

SITE DESIGN

COMMENTS

The character on the south side of Hume Street which, as a traditional residential street, has more generous front yards and landscaping, as well as prominent front doors/porches. The Hume Street building frontage and streetscape design should relate to the south side of the street. The proposed streetscape along Hume Street is in stark contrast to the character on the south side and could be more attractive and pedestrian-friendly.

The character of the commercial core area, centred along Hurontario Street, is characterized by buildings located at the street line with storefronts adjacent to a generous pedestrian sidewalk and angled on-street parking on both sides. The proposed development should provide continuous 'storefronts' along Hume Street.

The proposed development is shown to have parking and access to the underground parking garage from Hume Street. This requires a left turn lane which will likely result in issues of traffic crossing oncoming cars to enter the site.

This condition also occupies a significant portion of the street frontage and creates an undesirable condition that is car-oriented, not pedestrian friendly and, for the lack of storefronts, does not create an activated frontage.

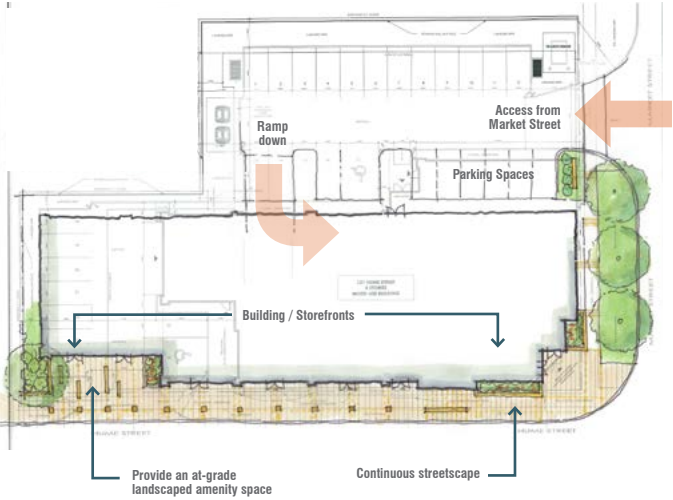
Hume Street is an important frontage that should be designed to support the Town's emerging vision for the corridor, including creating an activated, animated and pedestrian oriented street environment. With this in mind, the following recommendations should be considered:

RECOMMENDATIONS

1. Consider locating the access to below grade parking from Market Street.
2. Consider extending the building to the west to create more uses/storefronts along the street.
3. Consider adding a landscaped amenity along Hume Street, beside the heritage property.
4. Coordinate and design the perimeter fencing to respect adjacent uses and views; in particular, ensure that the portion of fence along the west property line properly screens parking and servicing areas from public view while not blocking views of the heritage building / property to the west.
5. Consider providing a landscaped amenity/patio space along the Hume Street frontage.
6. The sketch on the facing page suggests an alternative site design that should be explored. It shows:
 - the reconfiguration of the building to create a continuous street wall, with active frontages, along Hume Street;
 - access from Market Street, with at-grade parking and parking ramp located behind the building

QUESTION

- Would the municipality consider a variance to reduce the parking?



Sketch - Alternative Site Design

BUILT FORM DESIGN

Built form design needs to be particularly sensitive to the adjacent heritage character and, due to its scale within the built environment, has the potential to have more impact on strengthening and highlighting the existing heritage character. On this basis, proposed development should:

- Provide a clear distinction between 'new' and 'old';
- 'Relate' to rather than 'replicate' existing characteristics of the built heritage; and,
- Reference and re-interpret distinct elements.

This may be achieved through the following elements, individually or in combination:

- Building placement and siting on a property and in relation to the street.
- Building scale and massing in relation to the surrounding buildings and streets.
- Façade articulation including rhythm and proportion of solids/voids, walls/windows.
- Façade articulation with respect to vertical and horizontal elements.
- Materials, patterns and textures.

COMMENTS

BUILDING SCALE AND TYPOLOGIES

The south side of Hume Street is characterized by two storey residential buildings which are primarily occupied with non-residential uses and will change over time.

a. Residential House Forms

A large portion of the district is made up of house form buildings. They are mostly two storeys in height with sloped roof lines. The building on Hume Street to the west is the closest building within the heritage district illustrating this built form.

Other common residential conditions in the district include a regular rhythm of homes set back from the street on their lots. The facades are articulated masonry and wood with entrance that dominate the building face.

b. Commercial Forms

The primary non-residential built form is located on Hurontario Street. This is Collingwood's traditional main street and, as mentioned, is characterized by a consistent 2-storey building height and highly articulated storefronts in a rhythm reflecting the scale of traditional retail stores. The design cues are found in their consistent built form elements.

Key design elements from the heritage residential structures around the site include the predominant 2-storey building height (streetwall), the importance of the entrance to the balance of the building facades and the highly articulated elevation design including the consistent rhythm of storefronts.



Typical commercial building form along Hurontario Street



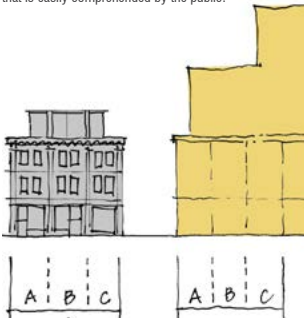
Residential building forms

ELEVATION DESIGN/ARTICULATION

a. Vertical Articulation

The vertical articulation of commercial building form is found in the rhythm of windows and the scale of the facades.

The width of the buildings along Hurontario Street is a result of the size of the lots that are found on the street. The lots are primarily 25 ft. (7.6m) and 50 ft. (15.25m) in width. The result of each lot occupied by individual buildings is a number of different facades connected to each other along the face of the street. The buildings are clad in differing materials and colours resulting in a scale that is easily comprehended by the public.



Vertical expression as transition

b. Horizontal Articulation

The horizontal expression of the commercial built form within the District is consistent along Hurontario Street. Generally, the height and scale of windows is complementary between buildings and generates a cohesive scale along the street. A key component is the consistent height of the ground floor and the attendant horizontal expression generated by the sign bands and the base materials. The height of the façade is broken down between the storefront at the street and the storey above.

c. Corner Articulation

In traditional main streets environments, chamfered building corners are not typically found. This building condition is more prevalent in today's developments as a result of traffic sight line requirements at corners.

In general, chamfered building corners compromise the building's role in framing the intersection and creating a continuous street wall along the streets.



Horizontal expression, commercial building

BUILDING STYLE: CONTEMPORARY EXPRESSION

Given the site's adjacency to the CDHCD, its prominent location along Hume Street and gateway to the downtown, consideration should be given to creating a unique building that will establish a new typology/design expression for the area, one that references rather than replicates the historic character of the heritage buildings around.

There are many examples of good contemporary building designs adjacent to heritage buildings and within heritage contexts. The juxtaposition of these examples successfully provide the contrast needed to enhance and reinforce the heritage character of the older buildings.

The Gardner Museum and student buildings on the University of Toronto Campus in Toronto are good examples of contemporary design acting as a bridge between the new and old. The new Cambridge City Hall extension and the Royal Conservatory of Music show the manner in which contemporary design can provide the physical integration of new buildings with existing historic buildings. Finally, the Sachi and Sachi building on Queen Street in Toronto illustrate the contemporary design reflecting the rhythm and materials of existing adjacent buildings.



Gardner Museum, Toronto



Royal Conservatory of Music, Toronto



City Hall, Cambridge



Sachi and Sachi, Toronto



Student Buildings, University of Toronto

RECOMMENDATIONS

7. Ensure that the massing and orientation of the building reinforces the 'Downtown Gateway' location.
8. Provide a building step back above the second level and/or change materials to reinforce the typical height of buildings nearby (streetwall).
9. Select a different material for the retail level to further emphasize the base of the building and the pedestrian scale.
10. Treat the façade of the building as a series of planes that reflect the scale (i.e. width) of typical commercial frontages on Hurontario Street.
11. Avoid replicating the design of surrounding heritage buildings and instead, reference their predominant design elements, including:
 - A distinct commercial building base;
 - A change of materials at the ground floor;
 - A continuous line of sign band/first floor;
 - Similar sizes and proportions of windows;
 - Avoidance of the arched window typology which does not reflect any heritage characteristic; and,
 - Materials that provide contrast to the predominant red brick found in the area.
12. Provide a distinct building top that reflects the building's style; reconsider the oversized cornice.
13. Avoid a chamfered building corner; provide and articulated corner that addresses both street frontages and frames the intersection. Consider a notched or recessed building wall that creates an opportunity for a covered entrance.
14. Extend the first floor "top of the retail" expression to provide a face between the parking and the street.
15. Consider a contemporary design expression that is in keeping with the intended use of the buildings and an 'innovation hub'.
16. Consider using solid materials such as stone or brick for the first two levels of the building that reinforce the historic at grade retail character. Contrasting materials may be considered for the upper levels, including glass or metal.



Change of materials



Example of corner building element



Sketch - Corner Articulation

SOUTH ELEVATION

COMMENTS

Fronting onto Hume Street, the south elevation is the primary face of the building. The façade has been extended to provide a building face along the majority of the street frontage. This results in the opportunity to generate pedestrian scaled activities along the entirety of this street edge. Additionally, the Hume Street frontage is considered an extension of the commercial core / main street environment that is present on Hurontario Street to the west. The relationship to this historic district should be considered in the expression of the two-storey main street height and the storefront to second storey relationship.

RECOMMENDATIONS

- 17. Extend the building to the west property line.
- 18. The two-storey building base should be expressed through a step back above the second storey and/or a change of materials above the second storey.
- 19. The vertical pattern of the façade is carried across the portion of the building to the west through the expression of columns on a regular rhythm but is less successful on the four-storey portion. The change of façade expression on the four-storey portion of the building appears to be an attempt to replicate some heritage elements, which is also reflected by the materials. A more contemporary expression is recommended and would be a more successful design approach.



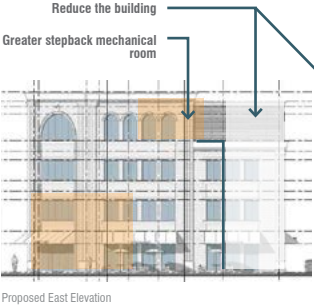
NORTH ELEVATION

COMMENTS

The key is the treatment of the base of the building as it turns the corner.

RECOMMENDATIONS

- 20. Consider stepping back the width of the façade that extends north.



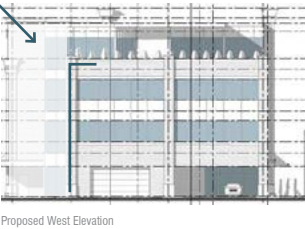
EAST ELEVATION

COMMENTS

The east elevation reflects the attempt to replicate some of the heritage façade elements of the main street commercial buildings including the arched windows and the materials. As it relates to its transition to the north elevation, the previous comments related to corner articulation apply here as well.

RECOMMENDATIONS

- 21. This elevation is one that accommodates the mechanical room on the roof. The impact of that portion of the façade would be lessened with a greater setback.
- 22. Corresponding to the extension of the building along the Hume Street frontage, reduce the mass of the building to accommodate a row of parking.



WEST ELEVATION

COMMENTS

The west elevation is visible from Hume Street, as well as from the heritage district to the west and north west.

This includes the roof terrace on the fourth level, which is visibly contemporary in design and in contrast to the rest of the building.

RECOMMENDATIONS

- 23. Provide the same or comparable degree of façade articulation as that of the south elevation.
- 24. Ensure consistency in design from the top to the bottom of the building. In this, and as stated previously, a contemporary design expression for the entire building is strongly encouraged.



STREETSCAPE / LANDSCAPE

The Hume Street Demonstration Concept depicted on page 10, provides an overarching reference point for how the corridor is envisioned to be developed. This includes an enhanced public realm along the entirety of the corridor, from Highway 26 to Hurontario Street, and considerations for gateway locations, prominent sites and transition to adjacent areas. The following comments are provided with these in mind.

HUME STREET STREETSCAPE

COMMENTS

Hume Street is the primary street frontage for the proposed development and should be activated and pedestrian oriented.

Today, the existing streetscape is disjointed in this area however, the vision for this street is to create a pedestrian-oriented corridor where built form and streetscaping / landscaping work together to create an enhanced public realm.

Ideally, additional setbacks along this corridor should be provided with development to create space for an expanded public realm, including generous sidewalks and places for street trees. However, we acknowledge that the size and configuration of the site make this challenging.

Instead, this development represents an opportunity to 'extend' the main street environment found along Hurontario Street, to create a new streetscape that combines aspects of the main street and provides transition to residential areas.

RECOMMENDATIONS

- 25. Provide a landscaped amenity space at-grade.
- 26. Introduce low walls and/or low planters along the building that can be used to 'soften' the edge and reinforce a pedestrian scale.
- 27. Provide an enhanced fence design, coordinated with and/or complementary to the building style / materials; fence should not extend beyond the front wall of the adjacent building to the west.
- 28. Provide some planting at the corner.
- 29. Consider replacing unit pavers with concrete paving with patterning in the form of saw cuts and accent textures etc. which correspond to the building elements.
- 30. Provide continuous/consistent pavement from the face of the building (or low walls) to the curb (pedestrian zone) and extending along Market Street.
- 31. Animate the streetscape with landscape elements (textured pavement, bollards, benches, etc.).

MARKET STREET

COMMENTS

Market Street is the secondary street frontage and transitions to residential uses to the north. It has a sidewalk and wide grassed boulevard which offers the opportunity to plant significant street trees.

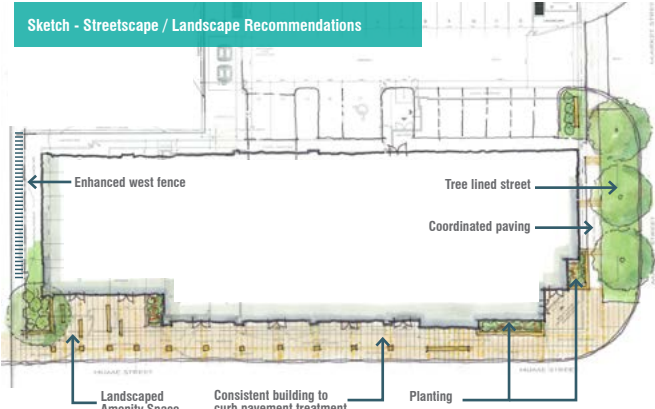
Houses are located directly on the east side of the street and will be impacted by any outdoor spaces and/or patios that may spill out onto the street. In this regard, the streetscape should be focused on maintaining a tree lined character and to the greatest extent possible, buffer the development from the homes.

RECOMMENDATIONS

- 32. Reinforce the tree lined residential character along Market Street; provide canopy street trees, within the grass boulevard.
- 33. Coordinate the pavement with the Hume Street streetscape.

GENERAL PLANTING RECOMMENDATIONS

- 34. Increase all trees along edges to a minimum of 60mm caliper and the size of plantings along lot lines for better screening of parking from private residential.
- 35. Use at least 2 native shrub species (currently only 1/5) and at least 1 native perennial species (currently 0/3).



Existing streetscape zone needs to be designed to animate the street frontage and complement the building's design



Animated streetscape



Streetscape elements

Appendix C – 1st Submission Comments

PLANNING		
1. Town of Collingwood OP	Conforms	Noted
2.	The information provided in the 'Zoning Matrix' on Site Plan Drawing No. A001 (Revision No. 8 dated July 7, 2020) and Figure 10 in the Hume Innovation Hub Planning Report dated June 2020 should be updated to reflect that lot frontage and the front yard is along Market Street, the exterior side yard is along Hume Street, the rear yard is along the western property boundary, and the interior side yard is along the northern property boundary.	Completed. The Zone Matrix has been updated on the revised Site Plan and within the revised Planning Report.
3.	The subject property was zoned R6 prior to the passing of the current Zoning By-law. The 'Zoning Matrix' on Site Plan Drawing No. A001 (Revision No. 8 dated July 7, 2020) and Figure 10 in the Hume Innovation Hub Planning Report dated June 2020 should be updated accordingly and a minimum of 10% Landscaped Open Space will be required.	Completed. The revised site plan and Planning Report have been updated to reflect the Landscape Open Space within the Zone Matrix. The site plan provides 13.36% at grade landscape open space. Please note, additional rooftop landscape area will be accommodated within the building as well.
4.	Site Plan Drawing No. A001 (Revision No. 8 dated July 7, 2020) should identify all of the applicable setbacks on the drawing itself (i.e. no building setbacks currently provided from east, north and south property boundaries, etc.).	Completed and shown on revised site plan.
5.	The Maximum Height in the C1 zone is 12.0 metres and a maximum building height of 18.6 metres is proposed for a portion of the building	Please refer to Drawing A300 in the site plan set which

	based on the zoning matrix provided on Site Plan A001. The proposed first storey is 4.4 metres, the second and third storey are each 4.2 metres, and the 4th storey is 4.7 metres. Elevations A200 and A201 indicate that the height to the roof deck of the fourth storey is 17.5 metres and 19.0 metres to the top of the highest parapet. Per the Zoning By-law definition of height, the proposed height should be the highest point on the roof deck surface. It is unclear where 18.6 metres is measured to. Please confirm the proposed height per the Zoning By-law definition thereof and amend the site statistics accordingly. Furthermore, ensure that the planning justification provides a rationale for the proposed building height, including the height of each storey as it relates to the various proposed commercial uses.	outlines the heights of each floor. Drawing A300 indicates a maximum height of 18 metres measured to the top of the highest point on the building in absence of a finalized detailed building design. Please see revised Planning Report for justification.
6.	An application for a Minor Variance was submitted in conjunction with the application for Site Plan Control to reduce this 3.0 m setback requirement to 1.925 m. Please refer to Comment #13 below for additional details re: Minor Variance requests associated with the proposed development.	The revised site plan now requires a variance of 1 metre (from 3.0 metres to 2.065 metres) for one parking space located adjacent to Hume Street. The Planning Report request has been updated to justify this request.
7.	An application for a Minor Variance was submitted in conjunction with the application for Site Plan Control to eliminate the loading space requirement for the subject property. Please refer to Comment #13 below for additional details re: Minor Variance requests associated with the proposed development.	Noted. This Minor Variance request remains with the updated site plan.
8.	Per the Hume Innovation Hub Planning Report dated June 2020, a total of 63 parking spaces are being proposed for the subject property. The parking calculation is based on an area of 2,068.95 m² (approximately 75% of the total leasable area of the proposed building) as the final interior design of the units has not been	Noted and Understood. The revised building design provides for a G.L.A. of 2,169.1 square metres. Calculated

	completed to date. Should the final interior design result in a Gross Floor Area that exceeds the estimated 2,068.95 m ² resulting in a requirement for more parking spaces than what is currently proposed, an application for a Minor Variance will be required.	using 75% of G.L.A. (at 3 spaces per 100 sq.m.) the site requires a total of 49 parking stalls. The site plan provides for 57 parking spaces.
9.	Reduced sight triangle is recommended through Planning Partnership.	Noted. The building façade at the corner of Hume Street and Market Street has been revised to step back significantly and create a usable outdoor patio area in this location. The revised Underground Parking Plan maintains a 6m site triangle as per Provision 4.16 of the Zoning Bylaw.
10.	Photometric Plan	The Photometric Plan is currently underway and will be circulated under separate cover as additional information for the 2nd submission.
11.	Site Plan Drawing No. A001 and Ground Floor Plan Drawing No. A101 (Revision No. 8 dated July 7, 2020) both identify projecting canopies over the main entrance and the two Hume Street storefronts that extend beyond the subject property onto the municipal road allowance. In addition, Second Floor Plan Drawing No. A102 identifies a canopy that projects into the proposed sight triangle to be conveyed to the Town. Furthermore, South and East Elevations Drawing No. A200 depicts canopies that appear to extend beyond the eastern and southern property boundary. All canopy projections and their associated dimensions should be provided on the Site Plan Drawing No. A001.	The site plan has been revised to provide dimensioned canopies. The building façade update has eliminated the canopy encroaching within the site triangle at the corner of Market and Hume Street.

12.	Planning Services acknowledges that canopies, particularly those located over building entrances, provide weather protection and can contribute positively to the overall building design. If it is not possible to locate the proposed canopies on the subject property itself, an application for an Encroachment will be required. An Encroachment Agreement would be processed at the same time as the site plan and be submitted for Council approval at the same time as the site plan and any other required agreements.	The development team agrees that the canopies provided add to the usability and streetscape of the building. It is understood that an Encroachment Agreement will be required for the proposed canopy overhangs.
13.	Based on the development concept and the above-noted zoning provisions, several Minor Variances will be required. These Minor Variances will be considered with regard for the totality of the development application. Planning Services will be looking to the building design and site layout as partial mitigating measures to justify these proposed reductions relative to the surrounding area context and the intensity of the development. Minor variances are reviewed by the Town's Committee of Adjustment – a decision making body appointed by Town Council to deal with matters set out within the <i>Planning Act</i>. Minor variance applications are subject to a public process including notification to property owners within 60 m and the decision of the Committee of Adjustment is subject to appeal provisions. Staff recommend that the applicant provide a complete rationale for each of the variances sought.	The Planning Report has been updated to reflect the revised Minor Variances sought with justification for each.
14.	Further to the Elevation drawings and the 'Hume Street Massing' and 'Hume Hub' videos submitted, additional streetscape drawings that illustrate the proposed development as it relates to the surrounding buildings and overall neighbourhood context will be required in support of the second site plan submission.	The 2nd submission includes updated Elevation drawings which provide perspective on surrounding massing. An additional Elevation plan has been provided to demonstrate

		the view of the proposed building from St. Marie Street.
15.	The Hume Innovation Hub Urban Design Report submitted in support of the proposed development contains a few inaccuracies/typos that will need to be corrected via a revised Report or an Addendum in the second site plan submission including: a. References to the building massing being 3 stories and stepping down to a 2 storey mass as it moves away from the intersection (pages 4, 21, etc.); and b. References to third floor outdoor amenity space (pages 7, 19, etc.).	Planning Partnership has provided a fulsome report and review of the site along with several recommendations to ensure the site design meets the requirements of the Urban Design Manual as appropriate. The building has been redesigned to accommodate the recommendations within the Planning Partnership document (Please see Urban Design Comment/Response Chart). It is our opinion that with the redesign of the building to meet the recommendations of the very thorough Planning Partnership document, an updated brief should not be required.
16.	Planning Services requests that the Sun/Shadow Impact Analysis and associated images be revised accordingly. The Analysis should include further written analysis that synthesizes the data, draws conclusions, and provides recommendations as to how the building design can potentially mitigate any associated shadow impacts.	The Sun/Shadow analysis previously provided indicates findings for a worst case scenario for the previous building design. The revised building design has a reduced height and will provide even less of an impact in this regard. The building façade now

		incorporates a stepped treatment, the materials have been lightened and additional glass has been added to assist in mitigating any adverse impacts of the building massing. Please see attached Appendix C for additional analysis of the Sun/Shadow Study previously completed.
17.	Section 6B 'Site Layout – Parking' of the UDM indicates that surface parking is to be located behind buildings and any parking permitted along the street frontage is to be appropriately landscaped. The two parking spaces proposed within the southwest corner of the building footprint (below the second storey) are not landscaped or screened from the street. Planning Services recognizes the constraints associated with the subject property. However, it is our preference that these two parking spaces either be appropriately screened or be eliminated through an application for a Minor Variance to reduce the parking requirement. The accessible parking space proposed in this location is to be relocated elsewhere should these two spaces be removed.	The site plan has been revised to remove any parking that cannot be adequately screened from Hume Street. The revised site plan continues to accommodate 3 accessible parking spaces (2 Type A and 1 Type B).
18.	Section 6K(1) of the UDM states ' <i>Each building shall provide 16 m² of human-scaled, pedestrian oriented outdoor amenity space.</i> ' An outdoor amenity space has been provided on the fourth floor. However, it is understood that this space will only be available for use by the building tenants. It is unclear if this extends to the staff of the potential retail/restaurant (café) uses on the ground floor. Planning Services recognizes the constraints associated with the site but a small outdoor area with benches or similar should be	The revised landscape plan provides for a 19.25 sq.m. amenity area (with a bench and bicycle parking) in the rear of the building. The front corner of the building has also been revised to allow for an outdoor patio/amenity area at the corner of Hume and Market

	established on the ground floor that is accessible to ground floor employees and the public.	Street. Both of these outdoor areas will be available to employees and public.
19.	Further details re: snow removal and snow storage operations, especially how snow storage and the proposed landscaping will be accommodated along the western property boundary is required. Furthermore, snow storage areas should be indicated on the appropriate drawings.	Snow storage areas have been indicated on the revised site plan. It is anticipated that the Site Plan Agreement will include a clause indicating that excess snow will be trucked off of site. A temporary snow storage area has been indicated on the site plan in the location of excess parking (3 located within the Market Street parking lot and 1 within the Hume Street parking lot).
20.	Coniferous plantings should be provided around the base of the transformer to provide a dense, all-season screen of the transformer from Market Street. Similarly, plantings should be provided around all sides of the parking garage airshafts.	There is inadequate space for coniferous plantings to fully screen the transformer from Market St. Low are evergreens have been provided where space permits to accommodate as much screening as possible. In addition, access to the transformer will be required and has been accommodated for along Market Street.

21.	The purpose of the river rock proposed along the north side of the Market Street parking lot per Landscape Plan No. L-1 is unclear. If this area is to be used for snow storage it should be identified for that purpose. Plantings to soften the overall parking lot and enhance the buffer to the neighbouring property to the north would be preferred over the proposed river rock strip.	River rock is meant to prevent mulch from entering the area drains and is located under car bumper overhang. See engineering drawings for cross sections of infiltration trench for an understanding of this area.
22	Should the proposed site layout and/or building design be revised as a result of the first submission comments, the applicable reports (i.e. Heritage Impact Assessment, Urban Design Report, etc.) should be updated via an Addendum to the original report. The production of a full new report is unnecessary.	Noted. The Urban Design Report and Planning Report have been revised accordingly.
ENGINEERING		
1.	Reduced sight triangle will be considered.	The building façade at the corner of Hume Street and Market Street has been revised to step back significantly and create a usable outdoor patio area in this location. The revised Underground Parking Plan maintains a 6m site triangle as per Provision 4.16 of the Zoning Bylaw.
2.	Confirm the pedestrian walkway on the north side of the building, heading to Market Street is wide enough to be compliant with the AODA and the Ontario Building code. Sidewalk width was not dimensioned, and appears to only be 1.0m in width	The Minimum required width by AODA is 1500mm for an exterior path of travel. The site plan has been revised to accommodate a sidewalk width of 2100mm. The sidewalks are

		dimensioned on the revised site plan.
3.	Sanitary servicing and downstream capacity to be confirmed through the Town's sanitary model. Modeling work will be conducted by the Town's consultant at the developer's expense. Direction has been received and the Town will proceed with confirming available capacity.	Acknowledged. We await confirmation from the Town's consultant regarding sanitary servicing and downstream capacity.
4.	Photometric plan is to be provided (noted it will be submitted for 2 nd submission). Fixtures shall be dark sky compliant and show zero illuminance levels at the property line of adjacent residential properties.	Noted. A Photometric Plan is underway and will be submitted under separate cover.
5.	The awnings/canopies shown on the building facing Hume Street should be removed due to the risk of falling snow and ice. Should they be required as part of the building design, then they should be removed from the municipal right-of-way, or confirmation with the Planning Department on the requirement for an encroachment agreement.	Noted. The canopies are an integral part of the streetscape. It is anticipated that an Encroachment Agreement will be required.
6.	Storm manholes MH1 and MH2, including the 13m of storm sewer between them, do not appear to have adequate clearance to the foundation wall. Please revise/ comment.	A cross-section has been provided to demonstrate the clearances provided from the foundation wall and property line, to install MH1, MH2, and the storm sewer between them.
7.	What are the lines labelled "HP" in the north parking lot, on drawing SS1?	Line type labelled as HP has been removed from drawing SS1. For reference the line type has been labelled as

		"Highpoint Ridge" in the legend of drawing GR1.
8.	Confirm the intention for snow storage removal from the site? We do not note any available areas for temporary snow storage prior to removal, this should be identified on the site plan.	Snow storage areas have been indicated on the revised site plan.
9.	Identify the Fire Department connection point (Siamese connection), and confirm it will be within 45m of an existing fire hydrant (OBC 3.2.5.16)	The FDC has been shown on the site plan and engineering drawings, and is proposed within a 45m radius of the Market Street hydrant to the north.
10.	We are unsure where 70% TSS removal was retrieved or indicated. Considering that Georgian Bay is the ultimate receiver, enhanced (80%) TSS removal should be provided for this development site per MECP guidelines. Review and provide an updated report.	A TSS removal target of 80% has been utilized, and additional supporting calculations have been provided to demonstrate how this criterion will be achieved.
11.	Pervious pavers are specified as a LID to be used in the stormwater report, however there is no indication of where this will be installed on the construction drawings. Further details are required, however we do note a detail was included on drawing CD1. Entrances on municipal property are to be paved asphalt to municipal standards	The previously provided solid hatch has been revised to a brick pattern on the drawing GR1 to indicate the extent of pervious pavers. For reference, the pavers are to be located in the seven (7) parking spaces along the west property line.
12.	How will permeable pavers work with an underground parking garage? Considering pervious pavers are proposed for infiltration on top of an underground parking structure,	The extent of pervious pavers installation is not proposed on top of the underground parking structure, and a 1.9m horizontal

	waterproofing membranes and catchbasin subdrains should be specified for the subgrade of the parking lot.	separation is provided between the two features. Waterproofing membranes will be specified by the Architect or Structural Engineer as required. Subdrains have been provided.
13.	Adjust the grading of the parking lots to provide overland flow routes, to safely convey flows above the 100year storm event, or in the case of a blockage. This is to be shown on the construction drawings (GR-1). A minimum of 0.15m freeboard is to be provided above the high water level, to ensure the retaining walls are not overtopped.	Top of wall elevations have been adjusted to be a minimum 0.15m above the 100-year ponding elevation. The major system overland flow route has also been illustrated on the drawing GR1 to demonstrate that overland flows will be safely conveyed to the municipal ROW in the event of high flows or blockage.
14.	The traffic study will need to be updated, to provide the peak-hour trips from the site based on the ITE manual.	Noted. The Traffic Study is currently being revised and will be submitted under separate cover.
15.	Identify the 95 th percentile left hand turn queue length from the Hume Street entrance, for vehicles turning into the site. Will traffic back up into the Hume and Ste Marie Street intersection?	Noted. The Traffic Study is currently being revised to address this comment and will be submitted under separate cover.
16.	A line painting and obliteration (or other method) plan for Hume Street and the internal site is required, to reflect the	Noted. The Traffic Study is currently being revised to address this comment and will

	recommendations from the traffic study. Include the locations of the convex mirrors on the site plan/ servicing plans.	be submitted under separate cover.
17.	The preferred option is to still review entrances onto Market Street from the underground parking structure. Should this prove to be a feasible option, the traffic study should reference the updated site plan layout.	Please see attached Appendix A – Entrance Review providing an outline of site entrance feasibility as well as correspondence with the Town on this matter.
18.	Will blasting or chipping rock be part of the scope of work? Geotechnical commentary on groundwater levels and bedrock should be submitted.	A Geotechnical Report is currently underway to provide recommendations and will be submitted under separate cover.
19.	A draft outline form of the construction management plan is to be submitted prior to execution of the site plan agreement. The scope of this report is identified in the last page of this document. Prior to construction, the construction management plan is to be finalized to the Town's satisfaction.	A construction management plan will be provided prior to execution of the Site Plan Agreement. It will be finalized to the Town's satisfaction prior to construction.
20.	Temporary Fencing/ Hoarding and sidewalk closures shall be installed for protection to pedestrians along Hume and Market Street during construction. This may form a new agreement, or be part of the site plan agreement.	Acknowledged, an agreement for the installation of temporary hoarding and sidewalk closures within the municipal ROW shall be pursued prior to construction.

21.	Shoring Plan for foundation installation needs to be submitted. If tie-back rods are proposed within the right-of-way, or if a permanent crane is proposed on-site, then an encroachment agreement will be necessary.	Acknowledged. A Shoring Plan will be provided as part of the building detailed design.
22.	There is no mud-mat or temporary entrance shown off of Market Street? Where will the staging area be located while the foundation is under construction? We note the foundation takes up most of the property, include commentary on this as part of the construction management report.	A mud-mat has been shown on the erosion and sediment control drawing, and further commentary with respect to staging will be provided with the construction management report.
23.	Restoration asphalt details (depth of asphalt and granular), including lap joint detail, are to be provided for service connection cuts on Hume Street & Market Street.	Asphalt restoration details, including replacement road composition and lap joint details for works in the municipal ROW have been provided on the drawing GR1.
24.	Cost of construction securities for the development will need to be provided for asphalt, granular materials, concrete curbs & sidewalks, sediment & erosion controls, landscaping quantities, all watermain infrastructure and all external works. A 3% Engineering Review fee is based on security costs or a minimum of \$4,000.00. Security estimate will need to be submitted for review.	A cost estimate has submitted based on the revised site design.
Water System		

1.	The subject property does not have an existing water service. A new service for this property would be installed by live tap off Market Street. The site servicing drawing is showing a 150 mm dia. service live tapped from the watermain on Market Street. The service for fire and domestic has been separated at the property line with isolation valves. The proposed water service connection layout appears meet the requirements of the Water Department, but shall be confirmed by the water modelling.	Water modelling was received without comment on proposed layout, assumed to be acceptable.
2.	The Water Treatment Plant is currently operating at 82% capacity. The Town has initiated the water treatment plant (WTP) expansion process, however planning, design and construction will take 5 years.	Understood. The Development Team has been in communication with the Town on this issue.
3.	Please provide a drawing demonstrating 45m hydrant spacing radiuses.	Completed.
4.	The proposed water demands will need to be added to the Town water model to ensure adequate water flow and pressure for all demands including fire. In order to do this the Town Water Department requires proposed water demands and digital plans (AutoCAD) showing the watermain layout and topographic information. This information will be forwarded to our consultants for modeling. The modelling work is to be carried out at the developer's cost. The Town has received the required information and will submit a request for this modelling work be completed.	The Water modelling has been received from the Town Consultant. The model report appears to suggest the proposed development will have adequate water supply.
5.	As a general principal each property shall have one service and one meter. Additional meters can be added internally to measure the water use if required. However, the municipality	Included on revised Servicing Plan.

	will have one meter, connected to one water bill. This note should be added to the engineered drawings and included on the "site plan"/development" agreement.	
6.	Water Meter requirements.	Noted.
7.	It should be noted that all Town water mains and services are to be constructed in accordance with the Town Water Department standards. That is ductile iron water mains and copper services.	Acknowledged, drawing SS1 had previously indicated the use of ductile iron for watermains and copper for services.
8.	A construction water fee in accordance with the current fees and charges Bylaw is due when a building permit is obtained.	Acknowledged, a construction water fee will be paid at building permit stage.
9.	Any connections to the Town water system are to be installed by the Town of Collingwood Water department by live tap, at the Developer's expense.	Acknowledged, connections to the municipal water main shall be completed by Town forces at the developer's expense. Notation on the drawing SS1 has been revised accordingly.
10.	Any proposed irrigation system connections must be identified on the design drawings. Irrigation water demands are to be included in the functional servicing report. Service to the irrigation system may be separate with dedicated meter and backflow device.	No irrigation is proposed at this time.
11.	Backflow prevention required.	Acknowledged, a backflow prevention device in accordance with municipal standards shall be provided, and is to be detailed on

		mechanical drawings. Notation on the drawing SS1 has been revised accordingly.
CC Tatham		
1.	a) All neighbouring trees within 5m of the site boundaries should be surveyed and inventoried by a certified ISA arborist. The inventory should identify species, DBH (diameter at breast height), accurate canopy footprints, and provide a visual assessment of the health of each tree. b) The inventory should also identify all trees that fall under the legal definition of a 'boundary tree' in accordance with the Ontario Forestry Act, which would have shared legal rights with neighbouring landowners. c) An arborist assessment of the development impacts on the adjacent trees should be provided along with removal recommendations based critical rootzone loss. Furthermore, mitigation measures for trees identified for preservation should be provided. d) For affected 'boundary trees' and any off-site trees that will be adversely impacted, we recommend that a formal letter of understanding/permission be obtained from the neighbouring landowners acknowledging the potential impacts and providing permission to harm or destroy affected trees. e) For trees designated for preservation, the engineering and landscape drawings should be revised to depict the retained trees (showing accurate canopy driplines). Furthermore, any mitigation measures recommend by the arborist should be reflected in the applicable engineering and landscape designs.	As noted at time of pre-consultation, the existing trees located within close proximity to the site are defined as boundary trees. The boundary trees consist of 3 Manitoba Maples (invasive species) and 2 Norway Maples (invasive species). Their form is not good and they are growing through an existing chain link fence that will be removed and replaced with a retaining wall and wood privacy fence. Additionally, excavation for the underground parking garage will impact 50% of the root zone making these trees a fall hazard. Removal of these boundary trees is recommended. Please see attached Appendix B for existing tree information.

		The Owners of 121 Hume Street have been in conversations with the neighbouring properties regarding removal of these trees. It is noted, as provided in Pre-consultation comments, that any removal of these boundary trees will require written approval from the affected neighbour. It is the intention of the developer to continue to work with the neighbours on this issue. It should be noted, the Owners of 121 Hume Street removed 4 Manitoba Maples located on the property in 2020. This was completed at the appropriate time of year, as per the Tree Cutting Bylaw, no permit was required.
2.	For the Hume Street and Market Street entrances, OPSD 350.010 has been proposed, which is appropriate. For the Hume Street entrance, we suggest that the detail be modified to omit the curb between the sidewalk and the roadway to be consistent with other commercial entrances recently constructed along this corridor	The site plan drawing has been revised to remove the curbs between the municipal sidewalk and road curb at the Hume Street entrance.

3.	The proposed landscape works stop at the edge of the existing concrete sidewalk within both road allowances. Extending the decorative treatments to the road curb to provide a unified streetscape interface would be beneficial along Hume Street. We defer to recommendations provided in the Urban Design Peer Review (The Planning Partnership, September 21, 2020) for applicable streetscape recommendations for Hume and Market Streets.	The Urban Design Brief has been updated to address the recommendations of the Urban Design Review and pays very close attention to streetscape as per the recommendations received.
4.	The Accessibility for Ontarians with Disabilities Act (AODA) requirements for accessible parking takes precedence over the Comprehensive Zoning By-law's parking requirements. As such, the proposed accessible parking spaces should be revised as follows: a. Of the 2 ground-level accessible parking stalls, 1 stall (minimum) should be designated as 'Van Accessible' (Type A) and the other could either be either Type A or Type B stalls. b. 'Van Accessible' (Type A) stalls shall have a minimum width of 3.4m plus a 1.5m hatched access aisle (total width = 4.9m) and Type B stalls shall have a minimum width of 2.4m plus a 1.5m hatched access aisle (total width = 3.9m). Alternatively, if two accessible stalls are side- by-side, they can share the 1.5m accessible aisle - AODA Articles 80.34 and 80.35. c. Type A and Type B stalls should be labelled and dimensioned on the Site Plan to confirm compliance with AODA Articles 80.34 and 80.35. d. Accessible parking signage (RB-93) required under the Highway Traffic Act should be identified and labelled on the drawings. e. Further to the above, additional 'Van accessible' signage (Rb-93t) is required for 'Type A' stalls as per AODA Articles 80.34 (1) and 80.37. This should be also be labelled on the Site Plan.	The site plan has been revised to include 2 ground level accessible parking spaces (1 Type A and 1 Type B). The accessible parking space located in the underground garage has been revised to a Type A stall.

	f. The above requirements are also applicable to the accessible parking stall provided in the underground parking garage, which should be 'Van Accessible' (Type A).	
5.	We recommend that the accessible parking stall in the underground parking garage be relocated adjacent to the elevator vestibule, for direct and safe access.	Completed.
6.	Accessible curb ramps have not been provided for either of the proposed ground-level accessible parking stalls. Curb ramps should be provided within the adjacent walkway surface at the end of the required 1.5m painted access aisles.	An accessible ramp has been included adjacent to the grade level accessible parking stalls.
7.	A typical accessible curb ramp detail should be provided to demonstrate compliance with Ontario Building Code (OBC) Article 3.8.3.2. (3) and AODA Article 80.23, including appropriate tactile walking surface indicators. We recommend referencing OPSD 310.039.	Shown on revised grading plan.
8.	If space is not available to achieve the above OBC and AODA curb ramp requirements (approx. 2.7m), then we recommend an alternative approach be considered to provide access to accessible parking. For example, Figure 1 negates the need for a 'ramp' by sloping the walkway at a maximum of 1:20 (5%) to comply with OBC Article 3.8.3.2. If such an approach is considered, appropriate details and grading information should be provided to confirm compliance.	See attached revised Site Plan and revised grading plan.
9.	Walkways adjacent to parking stalls should be increased to 2.0m (min.) in consideration of bumper encroachments of parked vehicles and maintaining minimum accessible walkway widths.	Walkways adjacent to parking stalls have been increased to 2.1 metres in width.
10.	While exterior walkway widths achieve minimum OBC accessibility requirements (1.1m), we suggest that the minimum width be increased to 1.5m in accordance with AODA. This is particularly relevant where	Walkways adjacent to the building have been increased to 2.1 metres in width.

	walkways are immediately adjacent to the building, in which a 2.0m width would offer a more comfortable user experience.	
11.	Additional grades are required for the curb ramp proposed at the building entrance, as it appears that the walkway intersects the sloped ramp and would not provide a level walking surface. A 1.2m minimum clearance (adjacent to the top of ramp and its tapers) should be provided to by-pass the ramp surface and to serve as a turning space for wheelchairs as per AODA Article 80.23 (1).	Please see revised Site Plan.
12.	There is insufficient space provided for vehicles to back out of parking spaces 1, 13 and 18. We recommend that the 'hammer-heads' at the terminus of the parking lots be extended to a minimum of 3.0m beyond the last parking stall to provide adequate space to back out and turn around vehicles.	There is not enough room for a 3 metre hammerhead in this location.
13.	The Site Plan indicates that 22 bike parking spaces have been provided, however, only 6 spaces have been shown at ground-level (2 per bike rack in 3 locations). We assume that the remaining bike racks are provided in the underground parking garage in the location labelled 'wall mounted bike rack'. Clarification should be provided, and quantities identified on Drawing A100.	5 bike racks (10 spaces) proposed on grade. All bike racks are shown on the site plan and landscape plan. An additional 8 bicycle parking stalls are provided in the underground parking garage.
14.	We recommend relocating the proposed bike parking adjacent to the accessible parking stall to avoid mobility conflicts with parked bicycles.	These spaces have been removed on updated site plan.
15.	Bike parking locations differ slightly between the Site Plan and landscape drawings and should be corrected for clarity.	The site plan and landscape plans have been co-ordinated.
16.	Layout dimensions for the bike racks should be provided to demonstrate that there is adequate space to fit a bike between the bike rack and wall. Typically, the minimum recommended offset from a wall is 0.9m.	Completed.

17.	Planting has been proposed within the infiltration trench along the north property boundary. Revisions should be made accordingly.	Infiltration trench subdrains are 150mm below grade and have soil on top that is planted with perennials. See engineering drawings for cross sections of infiltration trench for an understanding of this area.
18.	On the Landscape Plan (Drawing L-1) the 'Plant List' should be formatted so that the Botanical Names are not cut-off and are legible.	Completed.
19.	Deciduous tree plantings should be 60mm cal. as per the Town's Development Standards.	Completed.
20.	The wood privacy fence should be in accordance with Town standard STD No. 502 or an alternative that meets the same structural and material components.	An alternative fence detail has been provided as requested. It meets the same structural and material components as STD No. 502.
21.	'Mulch' notes on Drawing D-2 should be revised to indicate 'shredded cedar bark' to be consistent with the Town standard details on the same page.	Has been addressed.
22.	Notes related to topsoil and sod on Drawing 16006-GR1 should include references to OPSS.MUNI 802 and OPSS.MUNI 803, respectively.	Drawing GR1 has been revised to include reference to the requested OPSS.
HIA	Predominately defers to Planning Partnership	The HIA comments received predominately refer to the Urban Design Review prepared by Planning Partnership. The Urban Design Brief has been updated to address the

		recommendations of the Urban Design Review and pays very close attention to streetscape as per the recommendations received.
BELL	"The Owner acknowledges and agrees to convey any easement(s) as deemed necessary by Bell Canada to service this new development. The Owner further agrees and acknowledges to convey such easements at no cost to Bell Canada. The Owner agrees that should any conflict arise with existing Bell Canada facilities or easements within the subject area, the Owner shall be responsible for the relocation of any such facilities or easements at their own cost." The Owner is advised to contact Bell Canada at planninganddevelopment@bell.ca during the detailed utility design stage to confirm the provision of communication/telecommunication infrastructure needed to service the development. It shall be noted that it is the responsibility of the Owner to provide entrance/service duct(s) from Bell Canada's existing network infrastructure to service this development. In the event that no such network infrastructure exists, in accordance with the Bell Canada Act, the Owner may be required to pay for the extension of such network infrastructure. If the Owner elects not to pay for the above noted connection, Bell Canada may decide not to provide service to this development.	Standard comments. Noted.
ENBRIDGE	No objections to development.	Noted.