

The Gateway Centre

Planning Justification Report

Official Plan Amendment

Zoning By-law Amendment

September 12, 2024

Project: The Gateway Centre



853 Hurontario Street,

869 Hurontario Street,

7564 Poplar Sideroad, and

PT S1/2 LOT 40 CON 8 NOTTAWASAGA AS IN RO515907

(SECONDLY); TOWN OF COLLINGWOOD, COUNTY OF SIMCOE

Date: September 12, 2024

Prepared for: **Charis Developments Ltd. And Assaff Investments Ltd.**

Prepared by:

Loft Planning Inc.



LOFT PLANNING

EXECUTIVE SUMMARY

This Planning Justification Report (PJR) has been prepared in support of a proposed Official Plan Amendment and Zoning Bylaw Amendment to facilitate a mixed-use development on lands municipally known as 853 Hurontario Street, 869 Hurontario Street, 7564 Poplar Sideroad and PT S1/2 LT 40 CON 8 NOTTAWASAGA AS IN RO515907 (SECONDLY); COLLINGWOOD all within the Town of Collingwood, County of Simcoe.

The majority of the landholding known as 869 Hurontario Street, 7564 Poplar Sideroad and PT S1/2 LT 40 CON 8 are vacant serviced lands. 853 Hurontario Street includes an existing residence. The proposal includes the development of these landholdings as a cohesive mixed-use development. The land is located on the northeast corner of Poplar Sideroad and Hurontario Street. The Subject Lands have a total lot area of 3.76 hectares and includes 194 metres frontage onto Hurontario Street and 195.28 metres onto Poplar Sideroad.

The lands are designated 'Highway Commercial' and 'Residential' in the Town of Collingwood Official Plan (2019) and are designated 'Mixed Use Corridor I' and 'Mixed Use Corridor II' in the Adopted Town of Collingwood Official Plan (Adopted 2023, with modifications). The lands are zoned 'Commercial Zone' (C5) and 'Deferred Residential' (DR) within the Town of Collingwood Zoning By-law 2010-040.

The proposed Official Plan Amendment and Zoning By-law Amendment have been prepared in support of a phased mixed-use development on the Subject Lands. The proposed development includes seven (7) buildings comprised of retail, restaurant, office, and food supermarket uses as well as one twelve (12) storey mixed use building providing a total of 165 dwelling units/suites/rooms and one three (3) storey commercial use building providing main floor retail and upper floor office spaces.

Based on the physical context, planning policy and regulatory framework analysis, the proposed re-designation and proposed rezoning is consistent with and conforms to provincial policies, as well as the County, Town's Official Plan (2019) and the Town's Adopted Official Plan (As Modified). This report and its schedules represent good planning and is in the public interest.

NOTE: The Town's Adopted Official Plan was before County of Simcoe Committee of Whole on September 10, 2024, and a Recommendation to approve was passed.

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1.0 INTRODUCTION

Loft Planning Inc. (LPI) has been retained by Charis Developments Inc. and Assaff Developments, (the Owners) to act as planners related to the lands municipally known as 853 Hurontario Street, 869 Hurontario Street, 7564 Poplar Sideroad and PT S1/2 LT 40 CON 8 NOTTAWASAGA AS IN RO515907 (SECONDLY); COLLINGWOOD all within the Town of Collingwood (the site, subject lands). The proposed amendments seek to permit commercial and mixed-use development on the lands that includes restaurants, retail commercial, food supermarket store and mixed use residential. The landholding has a total lot area of 3.76 hectares and includes 194 metres frontage onto Hurontario Street and 195.28 metres onto Poplar Sideroad.

The following is a summary of the landholdings that will be consolidated as part of the development approvals:

Civic Address	7564 POPLAR SIDEROAD COLLINGWOOD	869 HURONTARIO STREET COLLINGWOOD	853 HURONTARIO STREET COLLINGWOOD	No Civic Address assigned
Legal Description	PT S1/2 LT 40 CON 8 NOTTAWASAGA PT 1 51R3533 EXCEPT PT 1 51R4531 & EXCEPT PT 4 51R37017; TOWN OF COLLINGWOOD	PT S1/2 LT 40 CON 8 NOTTAWASAGA BEING PTS 1 & 2 51R32487 EXCEPT PTS 1 & 251R37017; TOWN OF COLLINGWOOD	PT S1/2 LT 40 CON 8 NOTTAWASAGA AS IN RO706547; TOWN OF COLLINGWOOD	PT S1/2 LT 40 CON 8 NOTTAWASAGA AS IN RO515907 (SECONDLY); TOWN OF COLLINGWOOD
PIN	58262-0576	58262-0787	58262 - 0076	58262-0078
Area (m2)	8325.3 m ²	24392.2 m ²	2153.0 m ²	2833.6 m ²

A pre-consultation application submission was made by DF Land Development on January 16, 2024, and a meeting was held with Town departments on February 22, 2024. Representatives were present at this meeting from the Town of Collingwood's Internal Agencies that included Planning Services, Planning and Recreation (PRC), Engineering, Environmental Services and Economic Development as well as the Applicant and Agent.

This Planning Report has been prepared for and provides justification for the Official Plan Amendment and Zoning By-law Amendment applications specific to the Concept Plan (Figure 7 – Site Plan (Richard Ziegler Architect Inc.)), addressing relevant planning policy and regulations applicable to the proposal. To facilitate the proposed development including retail commercial, food supermarket store and mixed-use development including residential an Official Plan Amendment and Zoning By-law Amendment is required to re-designate and re-zone the lands to allow for the permitted uses. The Amendments will also seek to consolidate the planning instruments for the site.

2.0 SITE DESCRIPTION AND SURROUNDING LANDS

The Subject Lands are located at the north-east corner of Hurontario Street and Poplar Sideroad, a controlled intersection and the municipal boundary between the Town of Collingwood and the Township of Clearview. The property is civically addressed as 853 Hurontario Street, 869 Hurontario Street and 7564 Poplar Sideroad within the Town of Collingwood and PT S1/2 LT 40 CON 8 (PIN 58262-0078). The site is located within the Town of Collingwood Built Boundary and the Settlement Area of Collingwood. (Figure 1 – Location)

The lands municipally known as 853 Hurontario Street; Collingwood contain a one storey residential building that is proposed to be demolished. This parcel's northern perimeter borders on to a public pedestrian trail and a public snowmobile trail, recognized in the Town of Collingwood Official Plan. The parcel of land to the east, known as PT S1/2 LT 40 CON 8 NOTTAWASAGA AS IN RO515907 (SECONDLY); COLLINGWOOD is vacant grasslands. The largest portion of land within the proposal known municipally as 869 Hurontario Street, Collingwood is currently vacant. The eastern portion of lands within the proposal known municipally as 7564 Poplar Sideroad is a vacant parcel of land, which shares a border with the adjacent residential subdivision to the east (residences on Hughes Street).

The surrounding uses (Figure 2 – Aerial) that exist within the immediate area of the Subject Lands include the following:

NORTH:

North of the subject site the lands include a church and daycare facility. Further north at Tracey Lane Boulevard, extending east from Hurontario Road is a new residential subdivision area that extends

east to Train Trail. A public pedestrian trail (with signal crossing) traverses the north boundary of the site.

EAST:

To the east of the site is an established residential area comprised of single detached, semi detached and townhomes. Further east are residential lands currently under construction (Sunvale Homes) which comprise townhomes on a common element condominium road and Environmental Protection Lands that include a public dog park, community garden and pedestrian trail.

Further east, beyond Raglan Street is also the western boundary of the Poplar Regional Health and Wellness Village Minister's Zoning Order ("MZO"). The Poplar Regional Health and Wellness Village MZO is anticipated to develop as a mixed-use village that includes a range of uses including mid-to high rise residential dwelling units, parks and open space facilities, retail / service commercial facilities and major institutional uses.

SOUTH:

South of the site beyond Poplar Sideroad is the municipal boundary between Town of Collingwood and Township of Clearview. Lands to the south are primarily vacant and designated Agricultural and Rural in the Township of Clearview Official Plan. The lands include single detached dwellings, rural commercial, existing industrial uses.

WEST:

West of the site are lands currently designated Highway Commercial that presently include a gas station (MacEwan Gas Bar) with a Tim Hortons and stand-alone commercial uses, including a car wash. There are additional commercial uses along Hurontario Street near the site including Georgian Bay Wet Cleaners and Walker's Small Motors. Further west are lands designated Future Neighbourhood that have not yet been developed, in addition to a church and other low-density residential use.

3.0 PLANNING STATUS

The subject lands consist of four land holdings which are designated in part, 'Highway Commercial' (869, 853 Hurontario Street and PT S1/2 LOT 40 CON 8) and in part, 'Low Density Residential' (7564 Poplar Sideroad) in the Town of Collingwood Official Plan (2019). There is a current Site Plan Application (in review process) - relating to 869 Hurontario Street and PT S1/2 LOT 40 CON 8. This planning submission will submit an Official Plan Amendment and Zoning By-law Amendment related to all the parcel landholdings and approvals sought as a comprehensive mixed-use development project.

The 'Highway Commercial' designation is intended to permit a range of highway commercial uses including motor vehicle dealerships, motor vehicle gas stations and/or washes, recreation vehicle

sales and services, home centres, light equipment sales and rentals, veterinarian clinics, hotels, motels, personal services, restaurants, business offices, places of entertainment and the following retail commercial establishments: furniture stores, home improvement stores, garden supply outlets and convenience stores. Prohibited uses include department stores, food supermarkets, home and auto supply stores, warehouse membership clubs and financial institutions. The 'Low Density Residential' designation permits low density residential uses including single detached dwellings, semi-detached dwellings, and duplex dwellings.

The lands are designated within Schedule 2 – Land Use as 'Mixed Use Corridor I' (869, 853 Hurontario Street and PT S1/2 LOT 40 CON 8) and 'Mixed Use Corridor II' (7564 Poplar Sideroad) in the Adopted Town of Collingwood Official Plan (2023, As modified). The 'Mixed Use Corridor I' designation are the connective spines of the Town and are envisioned to develop as mixed-use and transit supportive corridors, where the development of Mid to High Rise buildings that include opportunities for retail and service commercial uses, as well as a full range of residential, office, recreational, cultural, entertainment and community uses and facilities. The 'Mixed Use Corridor II' designation provides opportunities for creating vibrant, pedestrian and transit-oriented places through residential intensification, infill, and redevelopment. The Mixed-Use Corridor II designation will develop as transit supportive corridors, where new residents in Low to Mid-Rise mixed-use buildings will have access to nearby jobs and services and will be connected to the Active Transportation Network. Lands and uses within the Mixed-Use Corridor II designation are destinations for the surrounding neighbourhoods

The lands are zoned in part, 'Highway Commercial' (C5) (869, 853 Hurontario Street and PT S1/2 LOT 40 CON 8) and in part, 'Deferred Residential' (DR) (7564 Poplar Sideroad) within the Town of Collingwood Zoning By-law 2010-040. The Highway Commercial (C5) zone permits uses including business office, hotel, motel, commercial parking lot, convenience store, motor vehicle uses, personal service shop, pet store, professional offices, restaurant among other uses. The Deferred Residential (DR) zone is limited to those uses that lawfully existed at the date of the Zoning By-law coming into force.

Applications for an Official Plan Amendment and Zoning By-law Amendment have been submitted for the landholdings.

The Official Plan Amendment proposes to amend the Official Plan to redesignate the entirety of the land holdings to 'Mixed-Use Commercial – Site Specific' designation and to permit a food supermarket store and retail commercial establishments, a mixed-use twelve storey building and a maximum density of 50 residential units per gross hectare. The Amendment will also prohibit certain uses.

The Zoning By-law Amendment proposes to re-zone the entirety of the land holdings to the 'Mixed-Use Commercial – Site Specific' (C4-X-h) zone and to permit: a food supermarket store, pharmacy and retail commercial establishment(s); a maximum of 165 dwelling units/suites/room; and a maximum building height of 42.5 m for a mixed-use building. The Amendment will also prohibit certain uses. A

holding provision for confirmation of municipal servicing capacity allocation and execution of a site plan agreement will be established.

This planning submission supports the planning instruments related to the development of this significant gateway to the Town located at the northeast corner of Hurontario Street and Poplar Sideroad, supports the Town’s direction regarding a major mixed-use building and add to the variety of commercial services that serve the local and surrounding area.

4.0 DESCRIPTION OF PROPOSAL

The Owner is seeking a site-specific Official Plan Amendment and Zoning By-law Amendment in order to permit a development that would include seven (7) commercial buildings comprised of retail uses, restaurants, office space and a food supermarket store as well as one (1) twelve (12) storey mixed-use building containing 165 dwelling units/suites/rooms and retail commercial uses at grade and one (1) three (3) storey commercial building with main floor retail and upper floor office spaces. The food supermarket store would have a floor area of 4405 square metres (including mezzanine 4576 square metres). The development would include 286 parking spaces at grade and 297 parking spaces underground (within Building 03). (Figure 7 - Site Plan (Richard Ziegler Architect Inc.))

A site plan has been prepared by Richard Ziegler Architect Inc., demonstrating the proposed location of each structure, parking, green space, ingress and egress points and the phasing of the project.

The following technical reports have been submitted in support of the application as required by the formal pre-consultation held on February 22, 2024.

Required Technical Documents	Consultant
Official Plan Amendment Application	df Land Development
Zoning Bylaw Amendment Application	df Land Development
Planning Justification Report	Loft Planning Inc.
Active Transportation Report	Tatham Engineering
Archaeological Report - Stage 1-4 (869&7564)	Archaeological Assessments Ltd.
Archaeological Report - Stage 1-2 (853&Additional Lot)	Earthworks Archaeological Services Inc.
Architectural Design	Richard Ziegler Architect Inc.
Market Impact Study	Parcel Economics
Environmental Site Assessment (Early work)	Terraprobe, Shaheen & Peaker and Jacques Whitfield)
Environmental Site Assessment	G2S Consulting Inc.
Environmental Impact / Natural Heritage Study	Azimuth Environmental Consulting Inc. / Crozier & Associates
Functional Servicing Report	Tatham Engineering

Geotechnical / Soil Stability Report	G2S Consulting Inc.
Hydrological/Hydrology Study	G2S Consulting Inc.
Noise Study	HGC Engineering
Parking Report/Analysis	Tatham Engineering
Planning Justification Brief	Loft Planning Inc.
Stormwater Management Report	Tatham Engineering
Survey	J.D. Barnes Limited
Traffic Impact Study	Tatham Engineering
Tree Preservation Plan	Crozier & Associates
Urban Design Brief/Report	MHBC Planning
Landscape Plan	Crozier & Associates
Comment Matrices	Loft Planning Inc. and df Land Development

The following are the proposed site-specific Amendments:

Official Plan Amendment:

A Site-Specific Official Plan Amendment is required to implement the proposed development referred to as 'The Gateway Centre.' The Amendment proposes to redesignate the entirety of the land holdings to 'Mixed-Use Commercial - Site Specific' designation and by way of exception will permit a food supermarket store, retail commercial establishment(s), a maximum density of 50 residential units per gross hectare and one twelve (12) storey mixed-use building. The Amendment will also prohibit certain uses including motor vehicle dealerships, motor vehicle gas stations and/or washes and recreation vehicle sales and services.

A copy of the draft Official Plan Amendment has been attached as Appendix 1 to this report.

Zoning By-law Amendment:

A site-specific Zoning By-law Amendment is required to implement the proposed development. The Amendment proposes to re-zone the entirety of the land holdings to the 'Mixed-Use Commercial - Site Specific' (C4-X-h) zone and to permit a food supermarket store, retail commercial establishment(s), pharmacy, and a maximum of 165 dwelling units/suites/rooms. The Amendment will also prohibit certain uses including motor vehicle repair garage, motor vehicle wash, motor vehicle gasoline station and motor vehicle supply outlet. The Amendment will also permit a maximum building height of 42.5 metres for a mixed-use building. A holding provision for confirmation of municipal servicing capacity allocation and execution of a site plan agreement will be established.

A copy of the draft Zoning By-law Amendment has been attached as Appendix 2 to this report.

5.0 POLICY ANALYSIS

The following is a review of the relevant land use policy applicable to the Subject Lands.

5.1 Planning Act (R.S.O. 1990 C.P.13)

Section 2 of the Planning Act sets out the matters of provincial interest which the Minister, the council of a municipality, a local board, a planning board, and the Tribunal shall have regard to when carrying out their responsibilities under the Act. The following subsections assess how the applications have regard to matters of provincial interest.

(a) the protection of ecological systems, including natural areas, features and functions;

The Environmental Impact Study (EIS) prepared in support of the applications concludes the development will comply with all relevant federal, provincial, and local legislation. The appropriate mitigation measures will be utilized to avoid and mitigate any potential negative impacts.

(b) the protection of the agricultural resources of the Province;

The subject lands and surrounding lands are located within the Town of Collingwood settlement area and are adjacent to the built boundary. The land does not contain any agricultural resources.

(c) the conservation and management of natural resources and the mineral resource base;

No mineral resources have been identified on the lands, and any impacts to natural heritage resources will be mitigated as outlined in point a) above.

(d) the conservation of features of significant architectural, cultural, historical, archaeological, or scientific interest;

Stage 1-2 Archaeological Assessment was undertaken for the subject lands. The report concluded no further archaeological study to be required.

(e) the supply, efficient use, and conservation of energy and water;

The subject lands will be connected to full municipal services.

(f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;

The proposed development will be serviced with an internal road network that will have ingress and egress to Hurontario Street and Poplar Sideroad. The lands will be connected to municipal services and will utilize private waste management services.

(g) the minimization of waste;

Then development will utilize private waste collection.

(h) the orderly development of safe and healthy communities;

The development is proposed within an established settlement area comprised of existing commercial to the west and existing residential to the east. The development will adhere to the Urban Design Manual as set out by the Town and will specifically adhere to the UDM - relating to and in consideration of Crime Prevention through Environmental Design principles, which promotes safe and healthy communities.

(h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;

Implementing specific requirements such as the location of curb cuts and tactile warning surfaces in accordance with the Ontario Provincial Standards (OPSD) occurs at the detailed design stage prior to construction. The accessibility conditions of the proposed development will be assessed by Town staff.

(i) the adequate provision and distribution of educational, health, social, cultural, and recreational facilities;

The development will include trail and sidewalk linkages to provide connectivity between the residential built form on the north and east side, as well as the commercial uses on the adjacent corner. The site is also connected as part of a greater trail network which traverses east and west along the north perimeter of the site. The subject lands are also located within proximity to the downtown core of Collingwood and are located within a reasonable area of Admiral Collingwood Public School, Cameron Street School and Collingwood Collegiate School, as well as health facilities and recreational facilities including the Eddie Bush Memorial Arena, YMCA, Municipal Library and Other municipally owned parks and recreational open spaces.

(j) the adequate provision of a full range of housing, including affordable housing;

The development will include one twelve storey mixed use building which will include 165 residential dwelling units/suites/rooms on the north side of the development and including parking and trail connectivity. These units will contribute to the range and supply of housing in the Town while also being consistent with the direction of the Town's housing directives.

(k) the adequate provision of employment opportunities;

There will be employment opportunities provided as part of this development based on the extent and range of commercial facilities proposed, as supported by the Commercial Market Study prepared by Parcel.

(l) the protection of the financial and economic well-being of the Province and its municipalities;

The Town's financial and economic well-being will not be negatively impacted by the proposed development as supported by the Commercial Market Study prepared by Parcel.

(m) the co-ordination of planning activities of public bodies;

Circulation of the proposed applications will occur to all appropriate agencies and public bodies identified in the Planning Act. Upon circulation, they will have the opportunity to review and provide comments.

(n) the resolution of planning conflicts involving public and private interests;

The development will be considered at a Statutory Public Meeting, which will provide the public the opportunity to comment on the proposed development. The comments provided will be reviewed by the applicant and Town staff to identify if the application is acceptable, and if any revisions are required.

(o) the protection of public health and safety;

The development has been designed in consideration of principles that promote public health and safety. In addition, the Town departments and emergency services will receive a copy of the proposed applications for review and comment.

(p) the appropriate location of growth and development;

Charis is seeking to re-designate and re-zone the property to accommodate a mixed-use development on the subject site that includes residential uses, in addition to 8713 square metres of retail/service commercial space and 1200 square metres of office space located above one of the retail/service commercial buildings. Charis also proposed to expand the list of permitted uses on the site to include a food supermarket, pharmacy, and retail commercial establishment. The development also represents a coordinated development effort, consolidation of landholdings and the development of underutilized lands. The development will provide for servicing and transportation efficiencies.

(q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;

The compact development design will support active transportation and will result in the efficient use of land and infrastructure. Public transit is not available in the area; and will need to be discussed as part of this planning process.

(r) the promotion of built form that,

(i) is well-designed,

(ii) encourages a sense of place, and

(iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;

The applications propose 8076 square metres of retail/service commercial space, and 1200 square metres of office space located above one of the retail/service commercial buildings. The site and architectural drawings have been designed to be compatible with the existing built form and character in the surrounding area, and will be of high quality, attractive design and subject to site plan approval. Further, the proposed development contains smaller building forms, compact form and will include sidewalks and trail connectivity to encourage safety and accessibility.

In our professional planning opinion, the proposed Official Plan Amendment and Zoning By-law Amendment applications have regard to the Matters of Provincial Interest identified in the Planning Act.

5.2 Provincial Policy Statement 2020

The current Provincial Policy Statement (PPS) came into effect on May 1, 2020. Planning decisions must consider all components of the PPS and how they interrelate, and decisions must be consistent with the PPS.

The PPS is a policy framework based on the Vision for Ontario's Land Use Planning System. The Vision is for long-term prosperity and social well-being by maintaining strong, sustainable, and resilient communities for people of all ages, a clean and healthy environment, and a strong and competitive economy. The PPS seeks to protect our cultural and natural heritage resources, direct growth to settlement areas, and to ensure that efficient development patterns optimize the use of land, resources and public investment in infrastructure and public services facilities.

The three principal parts of the PPS include (i) Building Strong Healthy Communities, (ii) Wise Use and Management of Resources, and (iii) Protecting Public Health and Safety. The following sub-sections assess the applications consistency with the PPS.

5.2.1 Building Strong Healthy Communities

Section 1.0 of the PPS contains policies for building strong healthy communities. The applicable policies from this section have been listed below followed by an assessment of the applications conformity with the policies.

1) Managing and Directing Land Use to Achieve Efficient and Resilient Development & Land Use Patterns.

Policy 1.1.1 states that healthy, liveable, and safe communities are sustained by the following:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;

The applications represent an efficient use of land by proposing compact single site development for a range of commercial uses at a cross section of two significant thoroughfares through the Town of Collingwood. The site is located within Collingwood, which is an urban settlement area and abutting the built environment to the west, north and east. The subject lands abut and are within walking distance of residential and commercial uses and the applications will establish a new commercial hub with a range of retail uses, office uses and a food supermarket store.

- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;

The proposed development will provide 8,076 square metres of retail/service commercial space and 1,200 square metres of office space located above one of the retail/service commercial buildings. The site will also include 165 dwelling units/suites/rooms located in a mixed-use building. The site includes on-site parking (including 286 surface parking and 297 underground parking for residential uses), proximity to residential, commercial, and institutional uses within the Town of Collingwood and within a consolidated landholding at the intersection of Hurontario Street and Poplar Sideroad. As part of Phase 1, the development will include the construction of Buildings 01, 02, and 07. Phase 2 will include the construction of a one-storey building proposed for a food supermarket store use (Building 05) and Building 06 for retail use. Phase 3 will include the development of Building 03 and 04, which includes a proposed twelve storey mixed-use building including a GFA of 727 square metres of commercial ground floor space and 165 units and a three-storey building including main floor retail and upper floors of office space.

- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;

The Environmental Impact Study completed for the proposed applications concludes the proposal is consistent with the PPS. Specific to public health and safety, a Traffic Impact Study has been prepared for the development on the subject lands.

- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;

The proposed development will not prevent or hinder future expansions of the settlement area boundary, the site has been designed with consistency to the UDM, features street facing facades, internal parking to the site and a corner open space gateway feature.

- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;

The proposed development will provide a substantial commercial development block within a settlement area, at a main thoroughfare intersection and in the south corridor of Collingwood – an area that is underservice by retail uses. The site will utilize existing municipal infrastructure in an efficient and compact manner.

- f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;

The accessibility conditions of the proposed development will be assessed by Town staff, and the implementation of any specific accessibility measures (ie. Tactile plates, dropped curbs) will occur through the detailed engineering design review and approval process.

- g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;

A Functional Servicing Report and Stormwater Management Report were prepared in support of the proposed applications.

- h) promoting development and land use patterns that conserve biodiversity; and,

The Environmental Impact Study concludes the proposed development is consistent with PPS.

- i) preparing for the regional and local impacts of a changing climate.

The proposed development will assist the Town in preparing for the local impacts of a changing climate by implementing a compact form which will be designed with direct street connections, trail connectivity and sidewalk connectivity to promote active transportation. The development will incorporate stormwater management and LID's such as a stormceptor to separate contaminants, trees and native vegetation, efficient exterior lighting, motion sensors for lighting, carbon monoxide monitors, centrally located and secured bike storage, energy efficient lighting, energy star appliances, thermally insulated double glazed windows, low emission paints. The 30% tree canopy at maturity is provided for. Rooftop structural and electrical design to be solar ready. EV Charge Stations will be investigated.

Settlement Areas

Policy 1.1.3 contains policies for settlement areas.

- a) Policy 1.1.3.1: Settlement areas shall be the focus of growth and development.

The lands proposed for development are within the Town of Collingwood Urban Settlement Area.

- b) Policy 1.1.3.2: Land use patterns within settlement areas shall be based on densities and a mix of land uses which:
- i. efficiently use land and resources;
 - ii. are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
 - iii. minimize negative impacts to air quality and climate change, and promote energy efficiency;
 - iv. prepare for the impacts of a changing climate;
 - v. Support active transportation;
 - vi. Are transit supportive;
 - vii. Are freight supportive.

The proposed development efficiently uses land, resources, infrastructure, and public services within the Town of Collingwood settlement area boundary. The development promotes active transportation through integrating the site with adjacent trail network and sidewalks and its proximity to existing and planned residential developments to the east as well as existing commercial uses to the west. The site is also well located adjacent to an east west trail linkage that traverses the north end of the site and is a south end trail linkage stretching through Collingwood both east and west of the site.

- c) Policy 1.1.3.3: Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

The proposed development proposes substantial commercial floor area plates, surface parking internal to the site, significant underground parking, office space and 165 dwelling units/suites/rooms. The development will include a long-awaited commercial development in

the south corridor of Town and will provide additional housing options within the Town. The land will efficiently utilize municipal infrastructure and will facilitate a compact built form that will establish a commercial hub along the spine of Hurontario Street.

- d) Policy 1.1.3.4: Appropriate development standards should be promoted which facilitate intensification, redevelopment, and compact form, while avoiding or mitigating risks to public health and safety.

The development maintains the appropriate levels of public health and safety by creating a walkable neighbourhood at transit supportive densities that promote active transportation. The design will adhere to UDM policies, and the principles included related to Crime Prevention and Environmental Design.

- e) Policy 1.1.3.6: New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure, and public service facilities.

The subject lands are located within the settlement area of Collingwood and are adjacent to low-medium density residential development and highway commercial uses (MacEwan and Tim Hortons). The applications propose a compact form commercial and mixed-use development with a site that gains efficiencies sharing entrances, surface and underground parking, delivery facilities and refuse containment. The site is an efficient use of land, infrastructure and public services while maintaining urban design and providing a gateway feature in the southwest corner of the site adjacent to the intersection.

- f) Policy 1.1.3.7: Planning authorities should establish and implement phasing policies to ensure
 - a) that specified targets for intensification and redevelopment are achieved prior to, or concurrent with, new development within designated growth areas; and
 - b) the orderly progression of development within designated growth areas and the timely provision of the infrastructure and public service facilities required to meet current and projected needs.

The lands represent orderly development of lands within a settlement area, are located on a main commercial spine within Collingwood and are adjacent to existing highway commercial to the west and existing and substantial populations within planned residential development to the east.

Housing

Policy 1.4.3 states that planning authorities shall provide for an appropriate range and mix of housing options and densities to meet the projected market-based and affordable housing needs of current and future residents of the regional market area.

- a) Establishing and implementing minimum targets for the provision of housing which is affordable to low- and moderate-income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;
- b) Permitting and facilitating (1) all housing options to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and (2) all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3.

The Town, through the Adopted Official Plan, has implemented Strategic Growth Areas. The Adopted Official Plan does encourage intensification in these areas and generally permits intensification in settlement areas. This development does propose compact form with the settlement boundary and includes a substantial commercial development with proposed significant retail and service sectors as tenants while also including a twelve-storey mixed use residential building which would include dwelling units, suites, or rooms.

The subject lands are an appropriate location for the proposed twelve-storey mixed-use building which will provide 165 residential units. The lands are within the settlement boundary, located along a major roadway and are adjacent to other residential uses. The lands abut a trail connection. The land is serviced by municipal services.

The proposed maximum density on site is 50 residential units per gross hectare efficiently uses land, resources, infrastructure, and public service facilities. The proposed twelve storey mixed building will be built at a density that is appropriate for the lands as it will contribute to the housing supply of the Town, while being compatible with the surrounding area, and adjacent residential uses. Further, the proposed development supports the use of active transportation through connection to trail network, pedestrian linkages within site and connection to external sidewalks.

- c) Requiring transit supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.

The Town has an On-Demand transit service. The Town has indicated an expectation that this site will include a future transit stop location and the conceptual site plan has incorporated a transit shelter in front of the food supermarket building (Building 05).

- d) Establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitates compact form, while maintaining appropriate levels of public health and safety.

The requested site-specific provisions for the proposed development maintain public health and safety by providing compact housing within a twelve-storey mixed use building. The development promotes walkable neighbourhoods, while also ensuring that it adheres to the principles of Crime Prevention through Environmental Design. A number of technical studies have been undertaken to ensure the protection of public health and safety. A holding provision for confirmation of municipal servicing capacity allocation and execution of a site plan agreement will be established.

Public Spaces, Recreation, Parks, Trails, and Open Space

Policy 1.5.1 promotes healthy, active communities through the following:

- a) Planning public streets, spaces, and facilities to be safe, meet the needs of pedestrians, foster social interaction, and facilitate active transportation and community connectivity.

The proposed development has been designed to include internal pedestrian movements, trail connections and connectivity to external sidewalks. The lands directly abut a municipal trail that extends east and west from the site. Proposal incorporates direct connection/access to/from the Hamilton Drain Trail, with the site providing a point of interest/destination for those utilizing the Trail. Development and this connection will encourage residents to utilize this active transportation element to carry out/meet their day-to-day needs versus travelling by auto to other retail and service establishments. In short, this connection will be a significant upgrade to the Town's active Transportation network. Active transportation corridors/pathways are proposed internally to the site that will provide pedestrian access. Perimeter trails (walkways) along Hurontario Street and Poplar SR connecting the termination of the system at the Hamilton Drain to the Liberty Subdivision complete with key pedestrian access points to the site are provided. Bicycle storage is provided throughout the site.

Infrastructure and Public Service Facilities

Policy 1.6.1 requires that infrastructure and public service facilities be provided in an efficient manner that prepares for the impacts of a changing climate while accommodating projected

needs. Planning for infrastructure and public service facilities should ensure they are financially viable over their life cycle and meet current and projected needs.

A Functional Servicing Report has been prepared as part of this complete submission. Furthermore, the Town has prepared a Collingwood Master Servicing Plan and is in the midst of a Stormwater Management Master Plan process including PIC's being held in June and October 2024 and a Master Mobility and Transportation Plan (MMTP) that considers the needs and timing of delivery and their associated long-term costs.

Policy 1.6.2 requires Planning Authorities to promote green infrastructure. The design of the development site will include consideration and implementation of Low Impact Development measures.

Sewage, Water and Stormwater

Policy 1.6.6.1 requires the efficient use and optimization of existing municipal sewage and water services, and to ensure those systems can be provided in a manner that is sustained by the water resources upon which they rely, prepares for the impacts of a changing climate, are feasible and financially viable over their lifecycle and protects human health and safety and the natural environment. Lastly, water conservation and water use efficiency is promoted and infrastructure servicing and land use considerations should occur at all stages of the planning process.

The proposed subdivision efficiently uses land and infrastructure because it represents infill within a settlement area and will be connected to full municipal services. The proposed subdivision also contains a block for stormwater management.

Transportation Systems

Policy 1.6.7.3 requires connectivity within and among transportation systems. *There will be two proposed ingress and egress access points to the site to provide access to the development, one from Hurontario Street and one from Poplar Sideroad. Each intersection includes one lane into the site, and two lanes exiting (turning left or turning right).*

Policy 1.6.7.4 promotes land use patterns, densities, and a mixture of uses to minimize the length and number of vehicle trips and support current and future use of transit and active transportation. *The proposed development site will provide pedestrian linkages to facilitate movement within the development, connection to the trail system and to external municipal sidewalks. A Traffic Impact Study was prepared in support of the applications and provides the required recommendations.*

The subject lands are not directly served by public transit but can be accessed by existing bus routes that reach Lockhart Road, less than one kilometre north of the subject site. Specifically, the closest bus stop to the subject lands is located at the northeast corner of Hurontario Street and Lockhart Road (Collingwood East Route). The Collingwood East Route connects across Eastern Collingwood, travelling to the Collingwood Hospital, Jean Vanier, Bay Haven and the Collingwood Collegiate. Bussing will support future residents and visitors to the subject site by enabling people to navigate to and from the subject site more easily.

The Town has an On-Demand transit service. The Town has indicated an expectation that this site will include a future transit stop location and the conceptual site plan has incorporated a transit shelter in front of the food supermarket building (Building 05).

Long-Term Economic Prosperity

Policy 1.7.1 states that long-term economic prosperity is supported by the following:

- a) promoting opportunities for economic development and community investment-readiness;

New development must conform to the Town's Asset Management Plan which ensures the economic well-being of the Town. The development will provide 8713 square metres of retail/service commercial space, and 1200 square metres of office space located above one of the retail/service commercial buildings. The development will include 165 dwelling units/suites/rooms that can provide live/work opportunities. The site is anticipated to provide 131 jobs and people per hectare.

- b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;

The proposed 165 dwelling units/suites/rooms will provide appropriate housing and respond to market-based needs for the Town. These units would also allow new opportunities for live-work accommodation.

- c) optimizing the long-term availability and use of land, resources, infrastructure, and public service facilities;

The proposed development will be serviced by municipal water, sanitary and stormwater infrastructure, and the residents will utilize the planned parkland and public service facilities in the surrounding area. A holding provision for confirmation of municipal servicing capacity allocation and execution of a site plan agreement will be established.

- d) maintaining and, where possible, enhancing the vitality and viability of downtowns and main streets;

The proposed development does not impact downtowns or main streets, and in fact provides anticipated commercial development within an area identified as a 'spine' where new policies promote intensification and a range of commercial and mixed-use developments.

- e) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;

The required Archaeological Assessments have been completed including Stages 1-4 for 869 Hurontario Street and 7564 Poplar Sideroad and Stages 1-2 for 853 Hurontario Street and the additional vacant parcel. These reports conclude no built or cultural heritage resources will be impacted by the proposed development and have been filed with the Ministry. The open space block on site is well planned to promote an active sense of place, provides design features that have a connection to Collingwood and creates a visual window interaction into the site. The open space block will be a Town Gateway feature including signage, public gathering space(s), landscaping sculptures, play areas and seating areas.

- f) promoting the redevelopment of brownfield sites;

A Phase One and Two Environmental Site Assessment has been completed and a Record of Site Condition will be filed with the Ministry prior to final approval. The Phase 1 & 2 was completed by G2S Consulting Inc. The report concluded that, "The current Site use is considered to be residential, and the proposed Site development includes residential and commercial. Since there will not be a change in land use to a more sensitive use, a Record of Site Condition (RSC) will not be required in accordance with O. Reg. 153/04, as amended."

- g) providing for an efficient, cost-effective, reliable multimodal transportation system that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs to support the movement of goods and people;

The proposed development conforms to, and will implement, the Town's Transportation Master Plan. The proposed development encourages the use of multi-modal transportation by way of its density, compact form, and direct pedestrian connections to the street.

- h) providing opportunities for sustainable tourism development;

As roadways that facilitate heightened traffic volumes, this will increase exposure and access to future uses on the subject site. Hurontario Street also represents a major throughfare to core areas of Collingwood, including its Downtown. As people—including those who frequent summer and winter properties in Collingwood and beyond—leave the Town, future retail / service commercial uses are also likely to benefit from enhanced visitation by those looking for somewhere to stop prior to their drive.

- i) Sustaining and enhancing the viability of the agricultural system through protecting agricultural resources, minimizing land use conflicts, providing opportunities to support local food, and maintaining and improving the agri-food network;

The development will not impact agricultural uses.

- j) promoting energy conservation and providing opportunities for increased energy supply;

Energy conservation is promoted through the proposed compact form, utilizing municipal infrastructure and by encouraging active transportation.

- k) minimizing negative impacts from a changing climate and considering the ecological benefits provided by nature; and

Energy conservation, as outlined in point j) above, helps to reduce the impacts of climate change. Further, an Environmental Impact Study was prepared in support of the proposed applications.

- l) encouraging efficient and coordinated communications and telecommunications infrastructure.

The detailed engineering design for the site will contain provisions for wireline infrastructure in consultation with Bell and Rogers.

Energy Conservation, Air Quality and Climate Change

Policy 1.8.1 supports energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:

- a) promote compact form and a structure of nodes and corridors;
- b) Promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;

The site plan proposed the development of a consolidated landholding with shared facilities. The development is considered a compact form and located along a recognized Strategic Growth Corridor in the Town. The development will promote active transportation in terms of its proximity to residential neighbourhood and connection to an existing trail network.

Based on the above, it is concluded that the proposed Official Plan Amendment and Zoning By-law Amendment are consistent with the Provincial Policy Statement.

5.3 Provincial Planning Statement 2024

The Provincial Planning Statement was issued under section 3 of the Planning Act and will come into effect October 20, 2024. It replaces the Provincial Policy Statement that came into effect on May 1, 2020. The Provincial Planning Statement applies to all decisions in respect of the exercise of any authority that affects a planning matter made on or after October 20, 2024.

Chapter 2.0 of the PPS provides for Building Homes, Sustaining Strong and Competitive Communities.

Section 2.1 – Planning for People and Homes

At the time of creating a new official plan and each official plan update, sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of at least 20 years, but not more than 30 years. Planning for infrastructure, public service facilities, strategic growth areas and employment areas may extend beyond this time horizon. It also provides that an Official Plan is to provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area. Planning Authorities shall maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development.

Planning Authorities should support the achievement of complete communities by:

- a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated childcare facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;
- b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and
- c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.

Chapter 2.2 - Housing

Planning Authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:

- a) establishing and implementing minimum targets for the provision of housing that is affordable to low- and moderate-income households,
- b) permitting and facilitating all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities
- c) promoting densities for new housing which efficiently use land, resources, infrastructure, and public service facilities, and support the use of active transportation; and
- d) requiring transit-supportive development and prioritizing intensification.

Chapter 2.3 - Settlement Areas and Settlement Boundary Expansions

Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.

Land use patterns within settlement areas should be based on densities and a mix of land uses which:

- a) efficiently use land and resources;
- b) optimize existing and planned infrastructure and public service facilities;
- c) support active transportation;
- d) are transit-supportive, as appropriate; and
- e) are freight-supportive.

Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.

Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.

Section 2.4 - Strategic Growth Area

Section 2.4.1 provides that Planning authorities are encouraged to identify and focus growth and development in strategic growth areas.

To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:

- a) to accommodate significant population and employment growth;
- b) as focal areas for education, commercial, recreational, and cultural uses;
- c) to accommodate and support the transit network and provide connection points for inter- and intra-regional transit; and
- d) to support affordable, accessible, and equitable housing.

Section 2.8 – Employment

Section 2.8.1 Supporting A Modern Economy provides that Planning authorities shall promote economic development and competitiveness by:

- a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;
- b) providing opportunities for a diversified economic base:
- c) identifying strategic sites for investment,
- d) encouraging intensification of employment uses and compatible, compact, mixed-use development to support the achievement of complete communities; and
- e) addressing land use compatibility adjacent to employment areas by providing an appropriate transition to sensitive land uses.

The applications represent an efficient use of land by proposing compact single site development for a range of commercial uses (retail and office spaces) as well as residential units at a cross section of two significant thoroughfares at the south gateway to the Town. The site is located within an urban settlement area and abutting the built environment to the west, north and east. The subject lands abut and is within walking distance of residential and commercial uses and the applications will establish a new commercial hub with a range of retail uses, office uses and a food supermarket store.

The proposed development will provide 8713 square metres of retail/service commercial space, and 1200 square metres of office space located above one of the retail/service commercial buildings. The site will also include 165 dwelling units/suits/rooms located in a mixed-use building. The site includes on-site parking (including 286 surface parking and 297 underground parking for residential uses), proximity to residential, commercial, and institutional uses within the Town of Collingwood and within a consolidated landholding at the intersection of Hurontario Street and Poplar Sideroad. As part of Phase 1, the development will include the construction of Buildings 01, 02, and 07. Phase 2 will include the construction of a one-storey building proposed for a food supermarket store use (Building 05) and Building 06 for retail use. Phase 3 will include the development of Building 03 and 04, which includes a proposed twelve storey mixed-use building including a GFA of 727 square metres of commercial ground floor

space and 165 dwelling units/suites/rooms and a three-storey building including main floor retail and upper floors of office space. The anticipated residents and jobs per hectare is 131.

The Town has an On-Demand transit service. The Town has indicated an expectation that this site will include a future transit stop location and the conceptual site plan has incorporated a transit shelter in front of the food supermarket building (Building 05).

Based on our review and a succinct review above, it is concluded that the proposed Official Plan Amendment and Zoning By-law Amendment are consistent with the Provincial Planning Statement (2024).

5.4 Growth Plan for the Greater Golden Horseshoe

The Growth Plan for the Greater Golden Horseshoe (hereinafter referred to as the “Growth Plan” came into effect on May 16, 2019, and was amended on August 28, 2020, and is applicable to the subject lands. The following is a summary of the policies applicable to the proposal and how they have been addressed.

Section 1.2.1 of the Growth Plan outlines the guiding principles which are to guide development in the Greater Golden Horseshoe. The Policies strive to:

- Support the achievement of complete communities that are designed to support healthy and active living and meet people’s needs for daily living throughout an entire lifetime.

Section 2.2.1.2(a), provides that the vast majority of growth will be directed to settlement areas that:

- I. Have a delineated built boundary;
- II. Have existing planned municipal water and wastewater systems; and,
- III. Can support the achievement of complete communities.

Section 2.2.4.(4)(a) also notes that applying the policies of this plan will support the achievement of complete communities that feature a diverse mix of land uses, including residential and employment uses, and convenient access to retail uses.

Section 6.3.2(c) which provides additional, more specific direction for municipalities in the Simcoe Sub-area with primary settlement areas in their official plans to:

- Intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability.

- Provide flexibility to capitalize on new economic and employment opportunities as they emerge, while providing certainty for traditional industries, including resource-based sectors.
- Support a range and mix of housing options, including additional residential units and affordable housing, to serve all sizes, incomes, and ages of households.

The proposal supports the Growth Plan's goals and policies of creating complete communities as the introduction of a proposed mixed-use development. Charis has prepared a concept plan (Figure 7 - Site Plan). The proposed Gateway Centre Development is planned to include residential space, in addition to 8076 square metres of retail/service commercial space and 1200 square metres of office space above one of the retail/service commercial buildings. The location is at a main thoroughfare, the intersection of Hurontario Street and Poplar Sideroad. The site is considered a gateway development and will provide an open space block creating a vibrant public space. The open space block will be a Town Gateway feature including signage, public gathering space(s), landscaping sculptures, play areas and seating areas.

The Town has an On-Demand transit service. The Town has indicated an expectation that this site will include a future transit stop location and the conceptual site plan has incorporated a transit shelter in front of the food supermarket building (Building 05).

Based on the above, it is concluded that the proposed Official Plan Amendment and Zoning By-law Amendment are in conformity with the relevant policies of the Growth Plan.

5.5 County of Simcoe Official Plan

The Town of Collingwood is a lower-tier municipality located within the County of Simcoe. Development in the Town is subject to the policies of the County of Simcoe Official Plan. The County's Official Plan contains overall growth policies and planning strategies to help provide guidance for growth throughout the County. The general intent of the County Official Plan is to direct urban-type growth to the settlement areas, while preserving prime agricultural land and respecting the environment.

The subject lands are designated as Settlement in the County Official Plan Schedule 5.1. Part 3 of the Approved County Official Plan identifies Settlement Areas. The following is a review of the relevant policies with respect to the applications.

Section 3.5.2 states that the policies of the approved County Official Plan support developing a compact urban form that promotes the efficient use of land and provision of water, sewer, transportation, and other services. The development proposes a compact urban form that takes into account the Urban Design Manual and preliminary Town comments with regard to site planning, building design and streetscape. *The development will provide varying commercial services to an area*

that has historically been under serviced. The businesses will cater to customers in both the local and surrounding area. The development will utilize existing water and sewer service, making efficient use of a consolidated land holding on a major intersection within the Town of Collingwood.

Section 3.5.4 states that development is to promote development forms and patterns which minimize land consumption and servicing costs.

The proposed development will provide a development form that efficiently utilizes lands that are located along a main thoroughfare (Huronario Street and Poplar Sideroad) and are proposed to be consolidated and developed in a comprehensive manner with shared access points, internal surface parking, underground parking, and services.

Section 3.5.26 states that settlements, and the downtowns and main streets of primary settlement areas, shall be promoted as focal points for residential, commercial, and institutional uses, through the following:

- Establishing safe and pleasant pedestrian environments which encourage movement by foot and bicycle and transit.
- Development of attractive streetscapes.

The land is located at the northeast corner of Hurontario Street and Poplar Sideroad. The area has historically been under serviced with respect to commercial uses. The area has, however, seen significant residential development on both the west and east side of Hurontario Street (within the south corridor) and additional development either under construction or within planning stages. This development will consolidate landholdings to create a well-planned and cohesive development that will provide a range of commercial uses as well as a mixed-use building. The proposed Gateway Centre Development is planned to include residential space, in addition to 8076 square metres of retail/service commercial space and 1200 square metres of office space above one of the retail/service commercial buildings. The site will provide uses including a food supermarket store use, retail uses, restaurants, and office space.

Section 4.5.42 states the intent of promoting improved air quality through land use development patterns that promote compact and mixed-use development, transit usage where appropriate, alternative transportation and active transportation systems, as a means of fostering maintenance and improvement of air quality.

The site will be a compact urban form commercial and mixed-use development. Customers at The Gateway Centre will have the ability to park and utilize all of the businesses without the need to drive from store to store or business to business. The site will connect to the adjacent trail system and external sidewalk connection including a signalized cross walk for pedestrians and bicycles

along Hurontario Street. The Town has an On-Demand transit service. The Town has indicated an expectation that this site will include a future transit stop location and the conceptual site plan has incorporated a transit shelter in front of the food supermarket building (Building 05).

Section 4.7.9 speaks to ensuring the sewage and water services are used efficiently and optimized to direct and accommodate expected growth or development.

A Functional Servicing Report has been prepared in support of the Applications. The development will not require any unplanned service connections. The site will efficiently utilize sewage and water services.

Based on the above, it is concluded that the proposed amendments conform to the relevant policies of the County of Simcoe's Approved Official Plan.

Amendment No. 7 to the County of Simcoe Official Plan

County Council adopted Amendment No.7 to the County of Simcoe Official Plan on August 9, 2022, and is awaiting review/approval from the Province. The proposed amendment will implement the Phase 1 Growth Management policies to bring the County Official Plan into conformity with the A Place to Grow: Growth Plan for the Greater Golden Horseshoe. Item 17 of the Amendment proposes to amend Section 3.2, Population and Employment Projections/Allocations, as described below.

Section 3.2.3 defines Collingwood as a Primary Settlement Area, which are Settlement Areas that have a delineated built boundary.

Section 3.2.7 states local municipalities with designated greenfield areas shall plan to achieve within the horizon of this Plan a minimum designated greenfield area density target so that when measured across the entire County the density is not less than 51 residents and jobs combined per hectare within the designated greenfield area, in accordance with this section of the Plan. *The proposed development is estimated to achieve a density of approximately 131 residents and jobs per hectare (494 people & jobs/3.76 ha).*

Section 3.2.7 provides the minimum designated greenfield area density targets for the local municipalities in the County to achieve the minimum designated greenfield area density target of 51 residents and jobs combined per hectare. The Town of Collingwood is planned to have a minimum designated greenfield area density target of 55 residents and jobs combined per hectare.

The proposed development is estimated to achieve a density of approximately 131 residents and jobs per hectare (494 people & jobs/3.76 ha) in the Primary Settlement Area of Collingwood. The proposed Official Plan Amendment will permit the consolidated landholding to be development in a planned manner and include a site that will provide a variety of retail

commercial uses including a food supermarket store, as well as a twelve-storey mixed-use building that will include 165 dwelling units/suites/rooms. The development will assist Collingwood in providing a diverse commercial block in the south corridor, located at a main intersection and include a mixed-use building with apartment units. The development will assist Collingwood in achieving the proposed minimum density target.

In conclusion, it is our professional planning opinion that the proposed applications for an Official Plan Amendment and Zoning By-law Amendment conforms to the policies of the County of Simcoe Official Plan, as well as the proposed County of Simcoe Official Plan Amendment No. 7.

5.6 Town of Collingwood Official Plan (2019)

The Town of Collingwood Official Plan was consolidated in January of 2019 and applies to the Subject Lands. It is recognized that Council adopted a new Official Plan on December 11, 2023, and the Official Plan is currently at the County of Simcoe for approval. (Note: The Official Plan was before County of Simcoe Committee of the Whole, September 10, 2024, and received support for the Recommendation.) Both Official Plans have been reviewed, but we would note the Official Plan Amendment is a proposed Amendment to the current 2019 Official Plan.

- Schedule 'A' - Land Use Plan - Identifies the subject lands as Highway Commercial and Low Density Residential.
- Schedule 'D' - Transportation Plan - Hurontario Street and Poplar Sideroad are Arterial Roads. (Hurontario Street south of the Town boundary is under County jurisdiction as County Road 124 and Poplar Sideroad is under County jurisdiction as County Road 32).
- Schedule 'D1' - Existing trail and snowmobile route immediately north of the site along the Hamilton Drain, with a signalized trail crossing at Hurontario Street.
- Schedule 'E' - Municipal Service Areas - Municipal Service Area 1
- Schedule 'F' - Urban Structure' - Greenfields

The subject lands consist of four land holdings which are designated in part, 'Highway Commercial' (869, 853 Hurontario Street and PT S ½ LOT 40 CON 8) and in part, 'Low Density Residential' (7564 Poplar Sideroad) in the Town of Collingwood Official Plan (2019). (Figure 3 - Town of Collingwood Official Plan 2019)

The Town of Collingwood Official Plan, Section 4.4 uses a commercial structure which is organized into eight commercial designations. The subject lands in part, are within the Highway Commercial designation.

Section 4.4.1 states that the Goals (OPA #10) of the commercial structure are to:

- To strengthen Collingwood as a regional service centre.
- To provide the widest possible range of retail and other commercial services to residents of Collingwood, residents of the surrounding communities, and visitors.
- To protect and enhance the commercial role of the Downtown.
- To ensure a high quality of visual and functional character in all commercial areas in Collingwood.
- 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 the Official Plan.
- 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 goal of these designations is to concentrate commercial facilities and services in areas that will provide the best range of retail and other commercial services to Collingwood residents and visitors from surrounding communities.

The subject lands are designated primarily Highway Commercial and proposed to be re-designated Mixed-Use Commercial. The proposal supports the goals of the commercial structure as it will further strengthen Collingwood as a commercial centre by providing a wider range of retail services to local residents and to the surrounding area, while also taking into consideration the direction of the Adopted Official Plan (2024) with a Mixed-Use directive.

Section 4.4.2 Objectives (OPA #10) states that the objectives of Collingwood's commercial policy are:

1. To promote the continued strengthening of the Town's multifunctional downtown.
2. To create opportunities for 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.

The Official Plan policies provide for the expansion of retail and service commercial businesses to ensure that they are compatible with surrounding uses and does not jeopardize the planned commercial function of commercial areas. The development is a 3.76 ha consolidated landholding that is primarily Highway Commercial (save and except 7564 Poplar Sideroad which is Residential).

The site will be developed in a consolidated manner with shared infrastructure and will provide 8713 square metres of retail/service commercial space and 1200 square metres of office space above one of the retail/service commercial buildings. The proposed development will efficiently use services as a planned commercial and mixed-use development site that will benefit from the synergies between uses. The site is anticipated to have 131 residents and jobs per hectare.

Section 4.4.3 provides the General Policies for the Commercial designation.

Section 4.4.3.1 – Permitted Uses (OPA#12) provides that the predominant use of land shall be for commercial activities such as personal service, accommodation, retail shopping and office facilities. *With respect to these General Permitted Uses, the proposal would conform. The proposal does require an Amendment to re-designate the entire landholding and to establish additional food supermarket store use.*

Section 4.4.3.2 – Development Standards provides that all commercial development shall be adequately regulated by suitable provisions in the Zoning By-law. *The development will be required to comply with the Zoning By-law, as well as the Urban Design Manual and Engineering Standards. The development will be rigorously reviewed through the Town’s development review process and requires the implementation of the Town’s Development Standards.*

Section 4.4.3.5 requires that Site Plan Control be approved prior to development taking place. *Following the Official Plan Amendment and Zoning By-law Amendment approvals, a wholesome Site Plan Approval application will be submitted to the Town for processing. A holding provision for confirmation of municipal servicing capacity allocation and execution of a site plan agreement will be established.*

Section 4.4.3.7 – Study Requirements for Retail Developments (OPA#10). The pre-consultation comments notes that the policies of S 4.4.3.7 are to be addressed as part of this development submission with respect to the request for a Food Supermarket to be a permitted use. The submission has thoroughly taken into consideration the subsections.

- 1. This Planning Justification Report (Loft Planning) has been submitted in support of the application. The report and the extensive technical documents submitted demonstrate the appropriateness of the proposed development. The report provides an overview of the context of the surrounding existing and planned land uses, the goals, and objectives of the Official Plan (while also considering the Official Plan 2024) and the Commercial policies related to Highway Commercial. The Parcel Economics, Commercial Market Study provides an analysis of the adequacy of the existing designated sites for the proposed development and provides an assessment of the availability and suitability of this type of development. Parcel opines that the proposed development will not impact the viability of the planned*

function of the Downtown Commercial Core or other commercial areas located throughout the Town.

- 2. The Commercial Market Study prepared by Parcel Economics demonstrates that the proposed development is justified on the basis of market demand and that the planned function of Collingwood's other retail locations, especially the Downtown Core, will not be prejudiced with resulting adverse impacts on levels of retail service. This report provides a thorough review of Policy 4.4.3.7.2 of the Official Plan with respect to the Policy Tests. The report concludes that the proposed development will not impact on the viability of the planned function of the Downtown Commercial Core or other commercial area's location throughout the Town.*
- 3. The Traffic Impact Study prepared by Tatham Engineering includes a thorough review of the site plan, input on all traffic movements for the site as part of the site plan preparation & design and the technical traffic generations by the development and how these trips will be accommodated without adversely impacting the capacity of the road system or on adjacent land uses.*
- 4. The submission includes a Site Plan and Site Renderings prepared by Richard Ziegler Architect. The submission includes comprehensive design renderings that achieve proper access both on Hurontario Street and Poplar Sideroad. Provide for consolidated internal traffic circulation and provides adequate parking between a shared surface parking area as well as two levels of underground parking within Building 03. Provides for private garbage collection including locations and turning movements. Provides delivery spaces per building and traffic movements. Lastly appropriate urban and design characteristics which are consistent with the Urban Design Manual. The Landscape Plan (Crozier) and Urban Design Report (MHBC) provides greater detail and review of the proposed development with respect to the urban and design characteristics including the analysis and vision for the Open Space area.*
- 5. An engineering submission including a Function Servicing Report and Stormwater Management Report have been prepared by Tatham Engineering in support of the development applications and includes an analysis of the municipal services and providing that municipal services and site conditions are conducive for the development. Detailed engineering will be completed as part of a future Site Plan Control submission.*

Section 4.4.8 states that 'Highway Commercial' (OPA#12) recognizes the need to provide a wider scope for the development of designated commercial areas for highway commercial uses, which generally require large floor areas, large land areas, or orientation to vehicular traffic and which are not likely to be provided in traditional retail areas including the Downtown Core.

Section 4.4.9 - Permitted Uses provides that permitted uses include a range of uses including motor vehicle uses, home centres, light equipment sales and rentals, veterinarian clinics, hotels, motels, personal services, restaurants, business offices, places of entertainment and the following retail commercial establishments: furniture stores, home improvement stores, garden supply outlets and

convenience stores. Prohibited uses include department stores, food supermarkets, home and auto supply stores, warehouse membership clubs and financial institutions.

The proposed uses include, Food Supermarket, Pharmacy, Restaurant Use (that includes take-out restaurant), Office, Retail, Pet Store and 165 dwelling units/suites/rooms within a Mixed-Use building. The applicant also wishes to maintain flexibility with regard to future development plans and therefore, would also continue to contemplate a Retirement Home Use.

The development proposal is in alignment with the Official Plan as it provides a significant square footage of commercial floor area within seven (7) standalone buildings and includes one (1) twelve (12) storey mixed-use building and one (1) three (3) storey retail building with upper floor office space. The development will contribute to the existing retail services that are available to residents and visitors and are purposefully located along the south settlement boundary of Collingwood and at the intersection of Hurontario Street and Poplar Sideroad. This is an area that has been previously limited in terms of commercial services but is an area of Collingwood that has seen significant residential development over the past few years both on the west side of Hurontario Street and north wide of Poplar Sideroad.

Section 4.4.8.2 - Design and Landscaping (OPA#12) - provides that emphasis will be placed on design and landscaping as Highway Commercial designations may be at major entry points into Collingwood. *The site is located at the northeast corner of Hurontario Street and Poplar Sideroad. As part of a complete submission Architectural renderings (RZ Architect), Urban Design Report (MHBC) and a Landscape Plan (Crozier Engineering) have been prepared in support of the applications. The development will provide for a high-quality architectural façade along the Hurontario Street streetscape and a significant Open Space area at the southwest corner that will provide a window into the development and will create an animated and active connection between this southern Gateway into Collingwood and the overall development project.*

Section 4.4.8.2 - Parking Facilities (OPA#12) requires that all permitted uses shall provide adequate off-street vehicle parking. Further, where possible, the policies require ingress and egress and parking to be consolidated into communal facilities. *The surface parking is designed as a consolidated parking solution, while the underground parking facilities will be utilized by tenants (both commercial and residential) for Building 03.*

Parking for the site is being provided as follows:

Commercial					
Building	Rate	Gross Area	Gross Floor Area*	Required	Provided
01 Restaurant	8/100 m2	225.5 m2	157 m2	13	
02 Commercial	3/100 m2	929 m2	836.1 m2	26	
03 Commercial	3/100 ,2	847.8 m2	727 m2	22	
04 Commercial	3/100 m2	1799.4 m2	1619.5 m2	49	
Grocery Store	3/100 m2	4576 m2	3204 m2	97	
06 Commercial	3/100 m2	1384.8 m2	1246.3 m2	38	
07 Restaurant	8/100 m2	410.9 m2	287 m2	23	
Total				268	286

Note: GFA as defined is based on GA - 10% for general commercial uses and -30% for grocery store and restaurant uses.

Residential						
Building	Rate	# of Units	Resident Parking Required	Visitor Parking Required	Total Required	Total Provided
Building 03	1/unit + 0.25/unit for Visitors	165	165	42	207	297

Section 4.1.3.3 - Boundaries within the Environmental Protection Policy, provides that the boundaries of the Environmental Protection Areas have been conceptually delineated within Schedules A and B and the precise location of natural heritage features is to be determine in consultation with the NVCA through the development process. An Environmental Impact Study has been completed by Azimuth Environmental Consulting Inc. / Crozier & Associates. Terms of Reference was provided to the Town and NVCA prior to proceeding with the Study. The Environmental Impact Study has been provided as part of this complete submission.

In our professional planning opinion, the applications for an Official Plan Amendment and Zoning By-law Amendment conform to the policies of the Official Plan.

5.7 Town of Collingwood Official Plan (Adopted, Modified July 2024)

On December 11, 2023, the Town of Collingwood Council adopted a new Official Plan, which is subject to approval by the County of Simcoe before coming into effect. Council adopted the modifications provided by the County of Simcoe in July 2024. The Official Plan is currently at the County of Simcoe, awaiting approval. The County of Simcoe Committee of the Whole supported the Recommendation to approve the Official Plan on September 10, 2024.

The Adopted Official Plan (Modified 2024) contains the following land use designations for the subject property (Figure 4: Town of Collingwood Official Plan – Schedule 1 (Adopted 2023) and Figure 5: Town of Collingwood Official Plan – Schedule 2 (Adopted 2023)):

- Schedule '1' - Growth Management - Identifies the subject lands as Strategic Growth Area.
- Schedule '2' - Land Use Plan - Identifies the subject lands as Mixed-Use Corridor I and II.
- Schedule '3' - Natural Heritage System - Identifies the northern portion of the lands as being within the Adjacent Lands Overlay due to the location of the Hamilton Creek Drain.
- Schedule '3.1' - Natural Hazards - Identifies the property as adjacent to the Hamilton Drain floodplain and the Pretty River Flood Fringe.
- Schedule '5' - Active Transportation Plan - Identifies a multi-use pathway along Hurontario Street and the Hamilton Drain.
- Schedule '6' - Transportation Plan - Identifies Hurontario Street as an Arterial Road and Poplar Sideroad (County Road 32) as an Arterial Road under County jurisdiction.

Section 3.3 - Promoting a Strong and Healthy Economy states that,

- a) The Town will support its Economic Development Action Plan 2020-2025, as it is amended from time to time, in order to plan for a strong and healthy economy and anticipate changing economic trends. To help attract and retain a diverse and skilled labour force, the Town will support a strong and healthy economy by:
 - i. Protecting the Town's inventory of Employment Areas for appropriate employment generating land uses;
 - ii. Constructing, upgrading, and maintaining high quality, universally accessible municipal infrastructure systems and public service facilities;
 - iii. Facilitating efficient and convenient transportation options for the movement of people and goods; and
 - iv. Planning for an appropriate range of housing to support the labour force, home occupations, and home-based businesses, including artist studio/maker spaces and live/work units, within land use designations that permit residential uses.
- c) The Town will continue to diversify its economic base by supporting its evolving urban structure, which includes a full range of commercial uses, including office development, institutional uses, and a variety of restaurants, retail, and service commercial businesses. Collectively, the lands designated for commercial and mixed-use development will provide a sufficient supply of land to accommodate a complete range of commercial goods and services to foster competition and choice for the residents of Collingwood, as well as visitors to the Town and surrounding communities.
- d) Complete Communities - It is a requirement of this Plan that at least 75% of all dwelling units through the Town must be situated within 1200 m (15 minute walk) of 4 or more of the following

existing or planned categories of services and facilities: Retail Commercial with a particular emphasis on pharmacies and food stores, and/or a Farmers Market, transit stop, day care facility, public park, community garden, hospital/health care, public library, place of worship, additional housing needs, second or elementary school, performance or arts space or recreation centre.

The subject lands are a consolidated parcel of land that are generally vacant, located at the corner of a major thoroughfare and have a lot area of 3.76 hectares. The lands have frontage on both Hurontario Street and Poplar Sideroad. The lands are proposed to develop as a planned mixed use development project which will include a mix of uses including a Food Supermarket, Pharmacy, Restaurant uses, Office Space, Retail Uses, a Pet Store and a twelve storey building located in the north west corner which will include main floor commercial, two floors of underground parking and eleven stories of upper dwelling units/suits/rooms. This building will include a terrace with private amenity space for residential tenants. Within the Adopted Official Plan, the lands are designated Mixed Use Corridor I and II and are contemplated for these commercial and residential uses. With the consolidation of these lands, it does allow for and support development plans to support additional employment, construct high quality municipal infrastructure, facilitate efficient and convenient transportation networks and has allowed the development project to contemplate 165 dwelling units/suits/rooms to be incorporated. These dwelling units will have private amenity space within a rooftop terrace, will be provided underground parking spaces and secure bike spaces within two floors of underground parking and will be within close proximity to the proposed retail and office uses within the development project and is within close proximity to the trail network, public schools (both primary and secondary), YMCA and the downtown core.

The location of the development provides for the concept of a Complete Community, and dwellings units being located within 1200 m (15 minute walk). The proposed residences within the development will be within the 1200 m local of: retail food store, pharmacy, retail commercial, restaurants, (future) transit stop, place of worship, both secondary and elementary schools and trail network. While beyond 1200 m, the site is still within close proximity to the future hospital site and proposed Wellness Village. And similarly, the proposed retail uses, pharmacy, food store uses on the site will provide a retail destination for residents in both existing and planned residential areas to the west and east. The number of residential homes within existing subdivisions and planned homes on vacant development parcels within 1200 metres is approximately 2230.

Section 3.5 – Ensuring High Quality Built Spaces includes six headings that includes Urban Design, Compatible Development, Crime Prevention, Barrier Free Design, Public Art, and Transit Supportive Development. The following provides a summary of the technical reports that have been provided in support of the applications and have taken into consideration the criteria provided in these sections ensuring high quality building spaces.

Urban Design Manual

An Urban Design Report has been prepared by MHBC and Architectural Renderings and Floor Plans have been prepared by RZ Architect. The Urban Design Manual has informed the overall design of the site, and the technical reports prepared. The development adheres to the Lakeshore and Mountainside Recreation Architectural Theme.

Compatible Development

The site is located at the intersection of Hurontario Street and Poplar Sideroad – a gateway to Collingwood from the south. There are a mix of uses in the area. Existing highway commercial to the west (McEwan’s Gas Bar and Convenience store, Tim Hortons), to the north is the trail system, existing residential, vacant commercial and institutional use (New Life), to the east and directly abutting on the east lot boundary is existing residential mix of singles and semi-detached (Hughes Street) and to the south are lands outside of the settlement boundary and are a mix of existing rural uses.

- a. The development would be considered a major development, where land assembly and significant intensification is proposed. The site includes 8713 square metres of retail/service commercial space, and 1200 square metres of office space located above one of the retail/service commercial buildings. The site will include 165 dwelling units/suites/rooms within a twelve-storey mixed use building. Taking into consideration a 120 m vicinity to the site, there are three key areas to consider. 1. 12 storey – building and the 120 m north and northwest including the Hurontario Street streetscape. 2. Food supermarket building and the 120 m to the east which include existing residences along Hughes Street, Robertson Street, Cooper Street. 3. The gateway view and streetscape from Hurontario Street into the site. The Urban Design Report, Architectural Renderings and Landscape Plan have taken each of these vantage points into consideration to ensure the development is compatible with the surrounding lands and in particular these 120 m key vantage points and streetscapes.*
- b. Enhance an established community. The development can be considered a new and significant investment within an established community. As noted above, the development will provide a food supermarket, pharmacy, restaurant, office use, retail, pet store and 165 dwelling units/suits/rooms in an area that is generally underserved with retail uses within a walking or biking distance to a considerable number of existing residential neighbourhoods.*
- c. Coexistence without undue adverse impact on surrounding properties. There are two key areas that have been identified during the planning process that warrant additional attention with regard to adverse impacts. 1. The location of Buildings 05 and 06 – adjacent to existing residential along Hughes Street. The plans ensure a 9 m setback from the east lot line, minimal grading change, enhanced landscaping (soft and hard) (retaining of existing trees) and consideration of the building façade. 2. Consideration of shadows from the twelve-storey building (Building 05). A Shadow Study has been*

provided as part of the complete submission. Lastly, a Noise Impact Study was prepared and concludes that the development is feasible from a noise perspective.

The submission takes into consideration the use, height, massing, orientation, and landscape taking into account the nearby properties. An on-site open space amenity area is proposed and the overall streetscape along both Hurontario Street and Poplar Sideroad have been considered.

Crime Prevention Through Environmental Design

An Urban Design Study (MHBC) and Landscape Plan (Crozier Engineering) have been submitted in support of the applications and have taken crime prevention considerations into account. Further details regarding lighting, details of landscaping, fencing, signage will be considered at the time of Site Plan Control.

Barrier Free Design - the plans prepared in support of the OPA and ZBA have been vetted for a barrier free design. A greater rebuilding review will be completed at Site Plan Control stage.

Public Art

A Landscape Plan has been prepared and specifically focused on the Open Space area. The planning focus has included discussion and reviews of the appropriate surfacing, low level landscaping to allow a visual into the site, active and animated uses, shared spaces. As part of Site Plan Control the details of this space will be confirmed and designed.

Transit Supportive Development

A Traffic Impact Study (Tatham Engineering) has been prepared and takes into consideration trail connections and transit. The Town has an On-Demand transit service. The Town has indicated an expectation that this site will include a future transit stop location and the conceptual site plan has incorporated a transit shelter in front of the food supermarket building (Building 05).

Section 3.6 Conserving Cultural Heritage Resources

In implementing this Section, the appropriate Archaeological Assessments were completed including Stages 1-4 for 869 Hurontario Street and 7564 Poplar Sideroad and Stages 1-2 for 853 Hurontario Street and the additional lands to the east. The reports are submitted as part of the complete submission and have been submitted to MTCS Registry.

Section 3.7 Promoting Environmentally Sustainability and Adapting Climate Change.

This is a significant section of the Official Plan (Amended 2024), that provides for many overarching initiatives that the Town will embark on over the lifetime of the Plan. At a high level, the site will be developed as a compact community and will support the idea of a complete community both for the future residents of the site but also those residents in the surrounding area. The development will be

the impetus to provisions for public transit to this main corner. The development will provide a range of retail uses, restaurants and a food supermarket that will be easily accessible from the trail. The development is anticipated to be efficient and cost-effective considering the consolidation of lands, proposed built form, and shared infrastructure including access, municipal services, and parking facilities.

The development is anticipated to incorporate the following sustainable features:

- *Energy saving low-flow toilets/water fixtures.*
- *Individual suite hydro/water metering.*
- *Non and low irrigation plantings.*
- *In-ground stormwater storage to be utilized for irrigation.*
- *Enhanced water conservation measures such as user-based motion water flows as basins/fixtures and dual flush toilets to minimize water demands and wastewater flows.*
- *Energy Star Bench score of more than 50.*

Section 4.1 – Population and Employment Forecasts.

Residential Growth

The Town of Collingwood is anticipated to grow from a population of 25,470 people in 2021 to a project population of 42,690 people by 2051. This growth represents a need to accommodate a minimum of 17, 220 more residential by 2051. *The development includes 165 dwelling units/suits/rooms within a mixed-use building. This would account for an additional 363 person (at 2.2 persons per unit).*

Employment Growth

It is anticipated that employment will growth from 12,260 jobs in 2021 to 18,540 jobs by 2051 representing the accommodation of a minimum of 6280 additional jobs in that timeframe. The development includes 8713 square metres of retail space and 1200 square metres of office space. The development is anticipated to add 131 additional jobs to Collingwood and the area.

Section 4.2 – Planning for Growth in an Urban Structure.

The lands are designated Strategic Growth Area within Schedule 1 – Growth Management Plan of the Official Plan (Adopted 2023, Modified July 2024).

Section 4.3 – Accommodating Projected Growth.

To facilitate intensification and redevelopment, this Plan includes defined Strategic Growth Areas intended to provide an effective framework for the provision of higher density, mixed-use development that will support a complete community, compact built form and a host of other important planning objectives, including helping the Town respond to a changing climate, providing a diversity of housing options, including attainable and affordable housing opportunities and to support an efficient and integrated transit system. These Strategic Growth Areas serve and connect different areas of the town that provide various community functions, and will therefore be different in

terms of character, scale, mix of uses, and potential to accommodate future growth. Intensification and redevelopment initiatives will be subject to the following policies:

- i. Opportunities for residential population-related employment (i.e., retail and service commercial uses, institutional uses and office uses) intensification and redevelopment will be primarily accommodated within the Strategic Growth Areas. The Strategic Growth Areas are expected to achieve a minimum density target of 55 residents and jobs combined per hectare; and

The subject lands have a lot area of 3.76 ha and therefore the site will achieve a minimum density target of 131 residents and jobs combined per hectare.

Servicing Capacity Allocation and Phasing

A Servicing Capacity Allocation and Phasing (SCAP) Analysis will be provided as part of the review process. Charis will work with staff on the SCAP analysis, as the review process proceeds and as the technical team continues through detailed design in anticipation of a Site Plan Control submission.

Section 5.3 Strategic Growth Areas

Strategic Growth Areas include the areas of the Town that are expected to intensify over time and include a mixture of residential, retail and service commercial uses, as well as offices. The Strategic Growth Areas are to be the focus for intensification and are to accommodate mixed-use forms of development that include a mixture of uses within each Designation, a mix of uses on individual development blocks and a mix of uses within buildings. The Strategic Growth Areas are expected to be supportive of an enhanced transit system throughout the Town. The Strategic Growth Areas in Collingwood include:

- i. The Downtown Core Designation;
- ii. The Mixed-Use Corridor I Designation;**
- iii. The Mixed-Use Corridor II Designation;** and,
- iv. The Regional Commercial District Designation.

The subject lands are primarily all within the Mixed-Use Corridor I designation (869 Hurontario Street, 853 Hurontario Street). The east portion of the site known as 7564 Poplar Sideroad is within the Mixed-Use Corridor II designation.

Section 5.3.2 The Mixed-Use Corridor I designation

S 5.3.2.1 Intent provides that the Plan is to facilitate the ongoing evolution of the primary road corridors that serve the Town. The lands within this designation are the connective spines of the Town and are envisioned to develop as mixed-use and transit supportive corridors, where the development of Mid to High Rise buildings that include opportunities for retail and service commercial uses, as well

as a full range of residential, office, recreational, cultural entertainment, and community uses and facilities. The lands within the Mixed-Use Corridor I designation are intended to strengthen existing and future transit routes, and to be connected to the Active Transportation Network.

S 5.3.2.2 Permitted Built Form/Uses

- b) All permitted uses within the Mixed-Use Corridor I designation shall be developed within Mid Rise and High-Rise Building.

The development does propose a high-quality development with the intention to provide a commercial node near existing and planned residential development. The proposal includes 8713 square metres of retail/service commercial space, and 1200 square metres of office space located above one of the retail/service commercial buildings. The proposal also includes 165 dwelling units/suites/rooms. The site plan also proposes standalone commercial buildings within a campus setting and located among the twelve-storey mixed use building and three storey commercial and office space building.

As noted above, Buildings 01, 02, 06 and food supermarket building (Building 05) are all one storey buildings that propose standalone commercial uses including retail commercial and restaurant uses. Building 01 and 07 propose drive-thru facilities and related screening with appropriate queuing.

While an OPA would be required should the Adopted Official Plan (Modified 2024) be in full force and effect, it is our opinion that the development maintains the goals and objectives of the Strategic Growth Area, provides for transition between residential development to the east, supports compatibility, supports future transit, provide an open space area at the gateway corner and overall achieves a significant and well balanced commercial gross floor area, residential units and sufficient on-site parking including two levels of underground parking for the residential tenants.

- c) Permitted uses may include,
- i. Retail and Service Commercial Uses;**
 - ii. Restaurants;**
 - iii. Artisan Studios and maker spaces;
 - iv. Auto-focused uses such as automotive service centres and repair shops, and automobile dealerships;
 - v. Hotels and Resorts, including ancillary uses;
 - vi. Convention/conference facilities;
 - vii. Private clubs;
 - viii. Office uses;**
 - ix. Cultural, entertainment and recreational uses;
 - x. Public service facilities;
 - xi. Major Institutional uses;

- xii. Day care facilities;
- xiii. **Residential Apartments**, including Additional Needs Housing; and
- xiv. **Commercial and/or accessory parking facilities at-grade and/or in structures.**

The applications propose a development that will include seven (7) buildings with shared ingress/egress and parking facilities, including two levels of underground parking facilities to support the Mixed-Use building and the 165 dwelling units/suites/rooms.

Section 5.3.2.3 General Development Policies

Comprehensive Planning

The site has a lot area of 3.76 ha and frontage on both Hurontario Street and Poplar Sideroad. The land is proposed to be developed as a consolidated landholding with seven (7) buildings and shared parking facilities and services. The plan is campus like, or “multi-unit format.” The technical submission includes a comprehensive planning review that promotes a unified approach and treats the site regarding urban design, traffic impact, access, and stormwater management.

Compatibility

The land is a consolidated landholding and generally vacant. The site design, building location and massing and traffic movements all take into consideration the road frontage and safe ingress/egress points and also takes into consideration compatibility, urban design and transition between adjacent residential uses and a denser commercial site. We would note that consideration has been given to the east lot line abutting the existing Hughes Street residences with respect to the building materials and façade, setback, landscaping (soft and hard) (retaining of trees) and grading.

The proposed location of the twelve-storey building is well situated. It is proposed to be located along the Hurontario Street frontage. Located approximately 120 metres from the intersection, all access to the building will be from the internal road network. With respect to adjacent land uses, the building will abut the trail system and drainage channel to the north, will abut commercial uses within the proposed development to the east and south and will abut Hurontario Street and the commercial uses located west of Hurontario Street. The building will include two levels of underground parking to alleviate surface parking areas and will include a rooftop amenity space for residences. In our opinion, the location is well suited for the Mixed-Use building at a height of twelve stories. The Architectural plans and Urban Design Report provide reporting on massing, angular planes, and shadow.

Building Height

The following are the proposed building heights:

Building 01 – 7.0 m

Building 02 – 7.0 m

Building 03 – 42.5 m

Building 04 – 11 m

Building 05 – 7.163 m

Building 06 – 7.0 m

Building 07 – 7.0 m

S. 5.3.2.3 (d)(i) provides that all development shall incorporate a minimum floor to ceiling height of the ground floor of 4.25 m. *The architectural drawings do provide for a minimum 4.25 m height of the ground floor as defined.*

S 5.3.2.3. (d)(ii) provide that the minimum building height shall be 3 stories or 10.5 m whichever is greater. *The site is intended to provide for an overall campus like development where seven buildings 8713 square metres of retail/service commercial space and 1200 square metres of office space located above one of the retail/service commercial buildings. The site provides for the range of uses, high quality development, shared facilities and services, open space gateway into the site while considering transitional policies and the demands of chain store tenants. While the policies strive to achieve each and every building to meet the density and height requirements, this is not always achievable for a variety of reasons. In our opinion, the site does continue to meet and exceed the development criteria noted above and more importantly achieve extensive commercial GFA's with known high-quality tenants – and providing for a significant component of residential units.*

S 5.3.2.4 Design Policies

A review of the design policies has been taken into consideration. The following is a brief summary:

- a) The site is located on Arterial Roads and the site is transit supportive. The Town has indicated an expectation that this site will include a future transit stop location and the conceptual site plan has incorporated a transit shelter in front of the food supermarket building (Building 05).*
- b) There are two ingress/egress points. Access is limited to these two points for the entire site. A trail connection is proposed.*
- c) Adequate parking, deliveries and private garbage collection are provided.*
- d) Delivery spaces are proposed. All facilities will be adequately landscaped to provide for enhanced visual appearance.*
- e) Parking is provided through a shared parking lot and two levels of underground parking. Bicycle parking is provided, as required in the By-law.*

Section 5.3.3 The Mixed-Use Corridor II designation

S 5.3.3.1 Intent provides that the Plan is to provide opportunities for creating vibrant, pedestrian and transit-oriented places through residential intensification, infill, and redevelopment with particular attention to urban design. The lands within this designation are to develop as transit supportive corridors, where new residents in Low to Mid-Rise mixed-use buildings will have access to nearby jobs and services and will be connected to the Active Transportation Network. Mixed-Use Corridor II designation are destinations for the surrounding neighbourhoods.

S 5.3.3.2 Permitted Built Form/Uses

- a) All permitted uses within the Mixed-Use Corridor I designation shall be developed within Low Rise and Mid-Rise Buildings.

While the site is being developed as a consolidated parcel, 7564 Poplar Sideroad is designated Mixed-Use Corridor I, where the remainder of the lands are designated Mixed-Use Corridor II.

Buildings 05 and 06 are located within the Mixed-Use Corridor II designation. Building 05 is the proposed Food Supermarket which is proposed to have a gross floor area of 4405 sqm and a height of 7.163 m. Building 06 is a proposed retail use and is proposed to have a gross floor area of 1384 sqm and a height of 7.0 m.

While an OPA would be required should the Adopted Official Plan (Modified 2024) be in full force and effect, it is our opinion that the development maintains the goals and objectives of the Strategic Growth Area, provides for 165 dwelling units/suites/rooms within the site and provides for on-site parking including two levels of underground parking for the residential tenants.

- b) Permitted uses may include,

- i. Retail and Service Commercial Uses;**
- ii. Restaurants;
- iii. Artisan Studios and maker spaces;
- iv. Hotels and Resorts, including ancillary uses;
- v. Office uses;
- vi. Cultural, entertainment and recreational uses;
- vii. Public service facilities;
- viii. Small scale places of worship;
- ix. Day care facilities;
- x. Residential Apartments and Townhouses;
- xi. Live -Work Units; and
- xii. Commercial and/or accessory parking facilities at-grade and/or in structures.

Section 5.3.3.3 General Development Policies

Comprehensive Planning

The site has a lot area of 3.76 ha and frontage on both Hurontario Street and Poplar Sideroad. The land is proposed to be developed as a consolidated landholding with seven buildings and a food supermarket and shared parking facilities and services. The plan is campus like, or “multi-unit format.” The technical submission promotes a unified approach to common issues such as urban design, traffic impact, access, and stormwater management.

Compatibility

The land is a consolidated landholding and generally vacant. The site design, building location and massing and traffic movements all take into consideration the road frontage and safe ingress/egress

points and also take into consideration compatibility, urban design and transition between adjacent residential uses and a denser commercial site. We would note that consideration has been given to the east lot line abutting the existing Hughes Street residences with respect to the building materials and façade, setback, landscaping (soft and hard) (retaining of trees) and grading.

Mix of Uses

While the Official Plan promotes a mix of uses in the designation, for the purposes of this policy review, the entirety of the site must be taken into consideration. The overall site does include a mix of uses including retail commercial uses, office space use and residential. While the Mixed-Use Corridor II designation only includes the retail component of the plan, this is the most suitable location for these structures taking into account the gross floor area plate of Building 05 (food supermarket), location of ingress/egress to Poplar Sideroad, transitional massing between existing residential and the twelve storey building and urban design considerations for the Hurontario Street and Poplar Sideroad streetscapes (smaller buildings and facades, versus a large building footprint).

We would note that Building 05 (food supermarket) located within the Mixed-Use II designation has a GFA of 4405 sqm, which would exceed the 2000 sqm moderately scaled requirement.

S 5.3.3.4 Design Policies

A review of the design policies has been taken into consideration. The following is a summary:

- a) The development is designed to be transit supportive. Further discussions with Town staff will be required during Site Plan Control to establish opportunities for transit to be extended to this area.
- b) Adequate parking, loading/delivery and garbage collection is provided on-site.
- c) There are two ingress/egress points. Access is limited to these two points for the entire site. A trail connection is proposed.
- d) Parking, loading and garbage facilities adjacent to the Existing Neighbourhood Designation must be appropriately sited. There are no garbage collection facilities adjacent to the east lot line and the residences along Hughes Street.
- e) Loading and garbage facilities will be appropriately sited.
- f) Parking is entirely within the development site and is not adjacent to Hurontario Street or Poplar Sideroad. Access to the underground car park is from the internal road network.
- g) The parking facilities will adhere to these design policies. The design policies relate to detailed design and can be further detailed at the time of Site Plan Control. All bike parking required as part of the ZB are accounted for.

Staff Report 2023-32 – Downtown Protectionist Policies

As part of pre-consultation, staff noted that the details within Staff Report 2023-32 regarding Downtown Protectionist Policies be reviewed and considered. The following has been concluded based on our review of these pertinent sections of the staff report:

- a) *We are aware of, and understand that since the early 2000's, the Collingwood Official Plan has included policies that only permit the establishment of financial institutions and retail alcohol sales establishments in the Downtown Core Area. Restrictions also existed regarding the location of grocery stores. The primary purpose was to ensure that anchor uses that generate traffic to meet the daily needs of individuals were generally located in the Downtown, providing vibrancy and a higher chance that those residents and visitors would also patronize other Downtown businesses. The development proposal includes the establishment of a Food Supermarket use within a 4405 sqm building. This location would provide a suitable floorplate for a grocery store and is considered to provide suitable traffic volumes and highway visibility. Parcel Economics has provided further opinion on the market analysis and a review of the re-location of this store, to this site. The Parcel Economic Commercial Impact Study is submitted as part of this submission.*
- b) *The staff report also identified the desire for complete communities where residents can access daily needs without the requirement to drive personal vehicles. In particular, the concept of promoting access to healthy food for residents by discouraging food "deserts" and ensuring all neighbourhoods have access to healthy food options. In reviewing the Adopted Official Plan in its entirety and understanding the direction the Plan is directing development with regard to Complete Communities - it is critical that additional commercial areas and significant commercial uses, like a food supermarket be permitted. Specifically, looking at the Complete Community, 1200 m - 15-minute walk criteria - there would remain several areas within Collingwood that would not currently meet these thresholds. In fact, this development, with grocery store use in addition to retail, restaurants and offices will close the circle on the Complete Community for approximately 2230 households. This development will provide an advantage to a large number of residents, where they can now walk or bike for retail, restaurant and grocery needs. The site is also well situated along Hurontario Street and Poplar Sideroad, where collector roads are not affected by additional traffic, and a site that is well located along an existing and well-established trail system. While we understand the longstanding protectionist methods, we agree that there is greater benefit to the residents to allow the grocery store uses to locate outside of the downtown core if the intent is to support and promote complete communities and active transportation. (We would also note that, as planners we are aware of a shift in residents that do not own or have access to personal vehicles. The ability to walk or bike (within 1200 m) to a retail store, restaurant, or grocery store - is likely to be a great consideration to locate in these neighbourhoods.)*

5.8 Town of Collingwood Zoning By-law 2010-040

The Zoning By-law for the Town of Collingwood was adopted by Council on April 12, 2010 (and approved by OMB on June 30, 2010).

The lands are zoned in part, 'Highway Commercial' (C5) (869, 853 and 839 Hurontario Street) and in part, 'Deferred Residential' (DR) (7564 Poplar Sideroad) within the Town of Collingwood Zoning By-law 2010-040. The 'Deferred Residential' zone is limited to those uses that lawfully existed at the date of the Zoning By-law coming into force. (Figure 6 – Town of Collingwood Zoning By-law 2010-040)

The application proposes to rezone the lands from the Highway Commercial (C5) zone and Deferred Residential (DR) zone to the Holding X Mixed-Use Commercial Exception (HX) (C4-X-h) zone.

The exceptions requested will establish site specific zoning standards which are detailed below. The purpose of the special provisions is to introduce site-specific development standards that minimize land consumption and servicing costs as directly by the Provincial Policy Statement (2020) (Provincial Planning Statement 2024), as follows:

- "2. **THAT** Section 2.0 titled Zones and Schedules of the Collingwood Zoning By-law No. 2010-040, as amended, is hereby further amended as follows;
- (a) Table 2.5.5.1 is amended in part by adding an "HX" holding zone and condition as shown in chart below;

Holding Zone	Conditions
HX	Confirmation of municipal servicing capacity allocation, and Execution of Site Plan Agreement with the Town of Collingwood to the satisfaction of the Director of Planning, Building and Economic Development and Town Solicitor.

3. **THAT** Section 7.5 titled COMMERCIAL EXCEPTION ZONES of the Collingwood Zoning By-law No. 2010-040, as amended, is hereby amended in part by adding a new paragraph entitled MIXED USE COMMERCIAL (C4) EXCEPTION – C4-X Zone to read as follows;

MIXED USE COMMERCIAL (C4) EXCEPTION X – C4-X ZONE

- i. Additional Permitted Uses:
- a. Food Supermarket
 - b. Pharmacy
 - c. Retail Commercial Establishment(s)
 - d. Maximum 165 Dwelling Units/Suites/Rooms
- ii. Prohibited Uses:
- i. Motor Vehicle Repair Garage
 - ii. Motor Vehicle Wash

- iii. Motor Vehicle Gasoline Station
 - iv. Motor Vehicle Supply Outlet
- iii. The maximum building height for a mixed-use building shall be 42.5m.”

Compliance Chart

Provision	C4 Zone Requirement	Proposed
Minimum Lot Area	1,000 m ²	37,604.1 m ²
Minimum Lot Frontage (Hurontario Street)	30.0 m	194 m
Minimum Front Yard (Hurontario Street)	6.0 m	7.5 m
Minimum Exterior Side Yard (Poplar Sideroad)	9.0 m	15.0 m
Minimum County Setback @ Poplar Sideroad	15.0 m	15.0 m
Minimum Interior Side Lot Line (East Lot Line)	9.0 m	9.0 m
Minimum Rear Yard (North Lot Line)	7.5 m	7.5 m
Maximum Height	15.0 m	42.5 m
Maximum Lot Coverage	40%	26%
Minimum Landscape Open Space	10%	34%
Minimum Hurontario Street CL Setback	15.0 m	29.3 m
Minimum Poplar Sideroad CL Setback	18.0 m	41.9 m
Minimum Parking Space Setback	6.0 metres	6.0 m
Entrance Width	7.5 m to 15.0 m	9.0 m
Maximum Number of Dwelling Units	N/A	165 units

Parking Statistics Chart

The development will include surface parking and underground parking based on the following calculations:

Commercial					
Building	Rate	Gross Area	Gross Floor Area*	Required	Provided
01 Restaurant	8/100 sqm	225.5 sqm	157 sqm	13	
02 Commercial	3/100 sqm	929 sqm	790 sqm	26	
03 Commercial	3/100 sqm	727 sqm	618 sqm	22	
04 Commercial	3/100 sqm	1799.4 sqm	1619 sqm	49	
Grocery Store	3/100 sqm	4576 sqm	3204 sqm	97	
06 Commercial	3/100 sqm	1246.32 sqm	1060 sqm	38	
07 Restaurant	8/100 sqm	410.9 sqm	287 sqm	23	
Total				268	286

Residential						
Building	Rate	# of units	Resident Parking Required	Visitor Parking Required	Total Required	Total Provided
Building 03	1/unit+0.25/unit	165	165	42	207	297

Delivery Spaces / Loading Spaces					
Building	Use	Gross Area	Gross Floor Area	Type Required DS/LS	Type Provided
Building 01	Restaurant	225.5 sqm	157 sqm	N/A	1 DS
Building 02	Commercial	929 sqm	790 sqm	1 DS	1 DS
Building 03	Mixed-Use	727 sqm	618 sqm	1 DS	1 DS
Building 04	Commercial	1799.4 sqm	1,619.46 sqm	1 DS	1 DS
Grocery Store	Commercial	4,576 sqm	3,204 sqm	1 LS	2 LS
Building 06	Commercial	1246.32 sqm	1200 sqm	1 DS	1 DS
Building 07	Restaurant	410.0 sqm	287 sqm	N/A	1 DS

QUEUING				
Building	Use	# of Spaces Required	# of Spaces Provided	Comments
Building 01	Restaurant	10	12	Addn'tl Spaces Beyond Pick-up Window
Building 07	Restaurant	10	13	Addn'tl Spaces Beyond Pick-up Window

6.0 SUMMARY

Based on the analysis outlined throughout this Report and the conclusions of the other supporting studies, it is submitted that the Proposed Official Plan Amendment and Proposed Zoning By-law Amendment represent good planning for the following reasons:

- They comply with the Planning Act;
- They are consistent with the PPS (2020) and PPS (2024);
- They conform to the Growth Plan for the Greater Golden Horseshoe;
- They conform to the County of Simcoe Official Plan;
- They conform to the Town of Collingwood Official Plan (2019), as amended;
- The Proposed Zoning By-law Amendment is in keeping with the approaches used in the Town of Collingwood Zoning By-law, as amended.

Respectfully Submitted,
LOFT PLANNING INC.

A handwritten signature in dark ink that reads "Kristine Loft". The signature is fluid and cursive, with the first name "Kristine" and the last name "Loft" clearly distinguishable.

Kristine A. Loft, BES BAA MCIP RPP
Principal



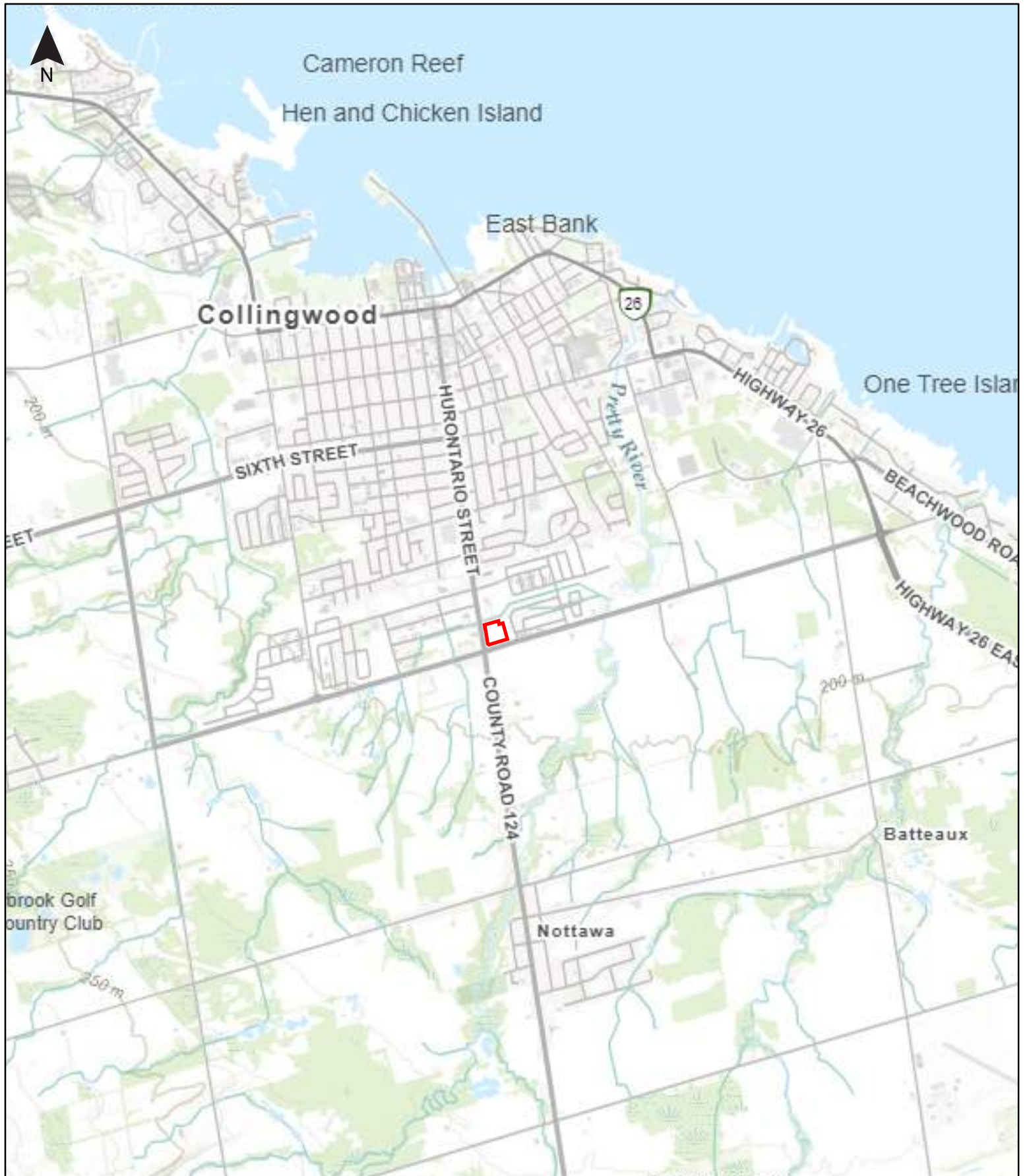


Figure 1
 Subject Lands
 853 Hurontario Street, 869 Hurontario Street,
 7564 Poplar Sideroad and PT S1/2 LOT 40 CON
 8 NOTTAWASAGA AS IN RO515907 (SECONDLY)
 Town of Collingwood





Figure 2
 Aerial
 Hurontario Street, 869 Hurontario Street, 7564
 Poplar Sideroad and PT S1/2 LOT 40 CON 8
 NOTTAWASAGA AS IN RO515907 (SECONDLY)
 Town of Collingwood

25 50
 Metres



LOFT PLANNING
 September 2024

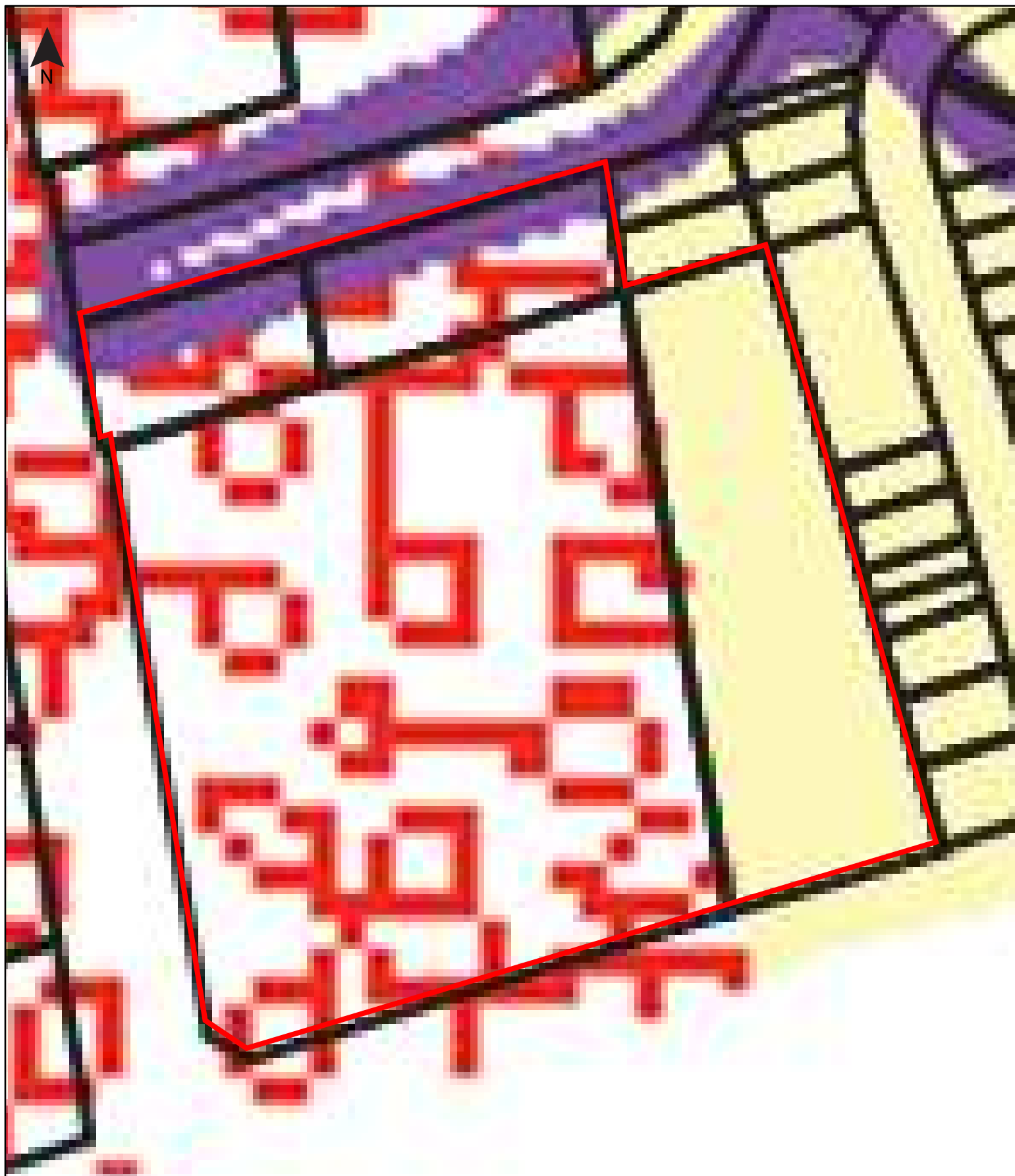


Figure 3
 Official Plan - Schedule A - January 2019
 853 Hurontario Street, 869 Hurontario Street,
 7564 Poplar Sideroad and PT S1/2 LOT 40 CON 8
 NOTTAWASAGA AS IN RO515907 (SECONDLY)
 Town of Collingwood

Designations

	Highway Commercial
	Residential
	Pretty River Flood Fringe

25 50 Metres



LOFT PLANNING
 September 2024

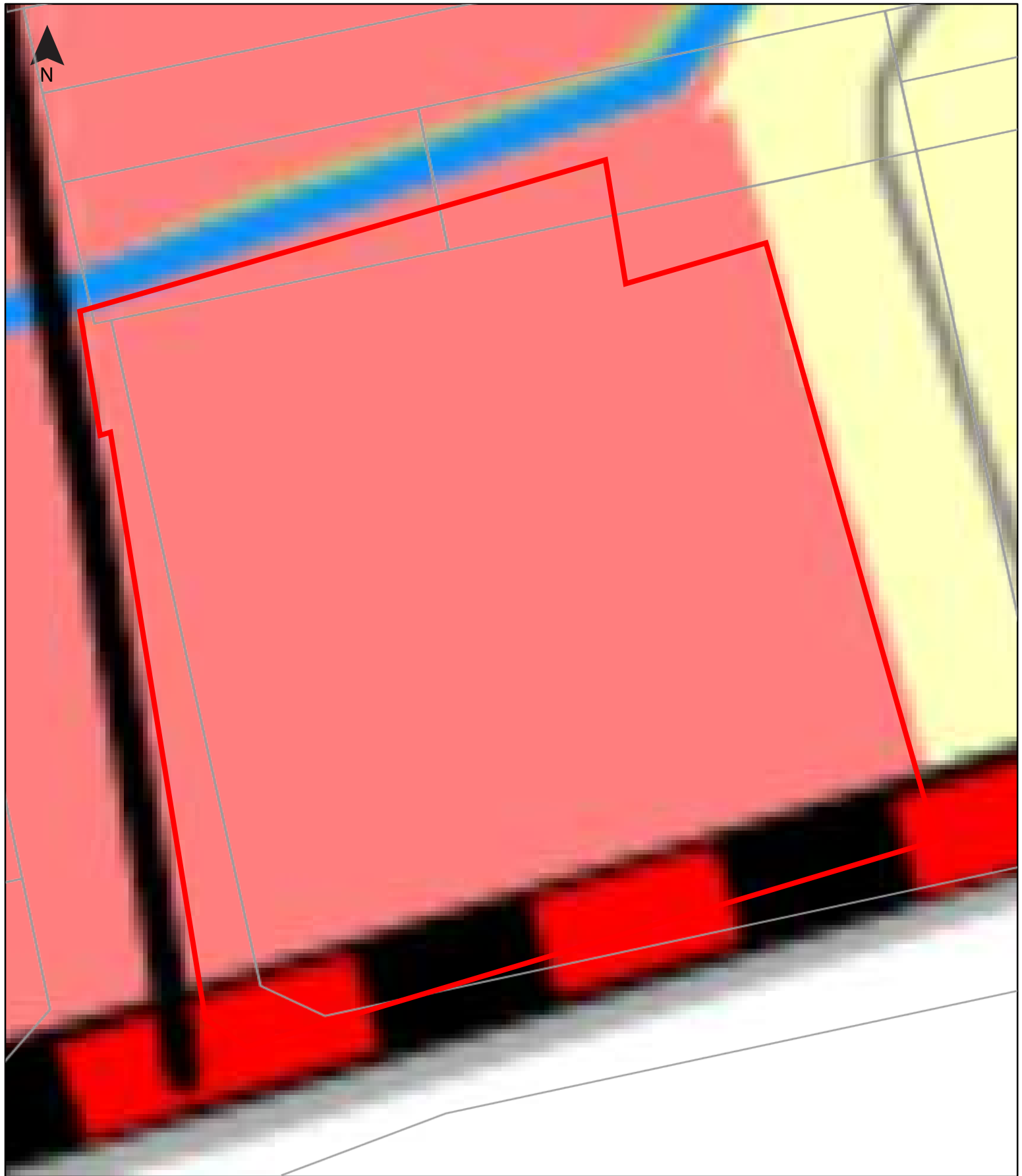


Figure 4
Adopted Official Plan - Schedule 1
853 Hurontario Street, 869 Hurontario Street,
7564 Poplar Sideroad and PT S1/2 LOT 40 CON 8
NOTTAWASAGA AS IN RO515907 (SECONDLY)
Town of Collingwood

- Designations
- Strategic Growth Area
 - Residential Community Areas
 - Greenlands System

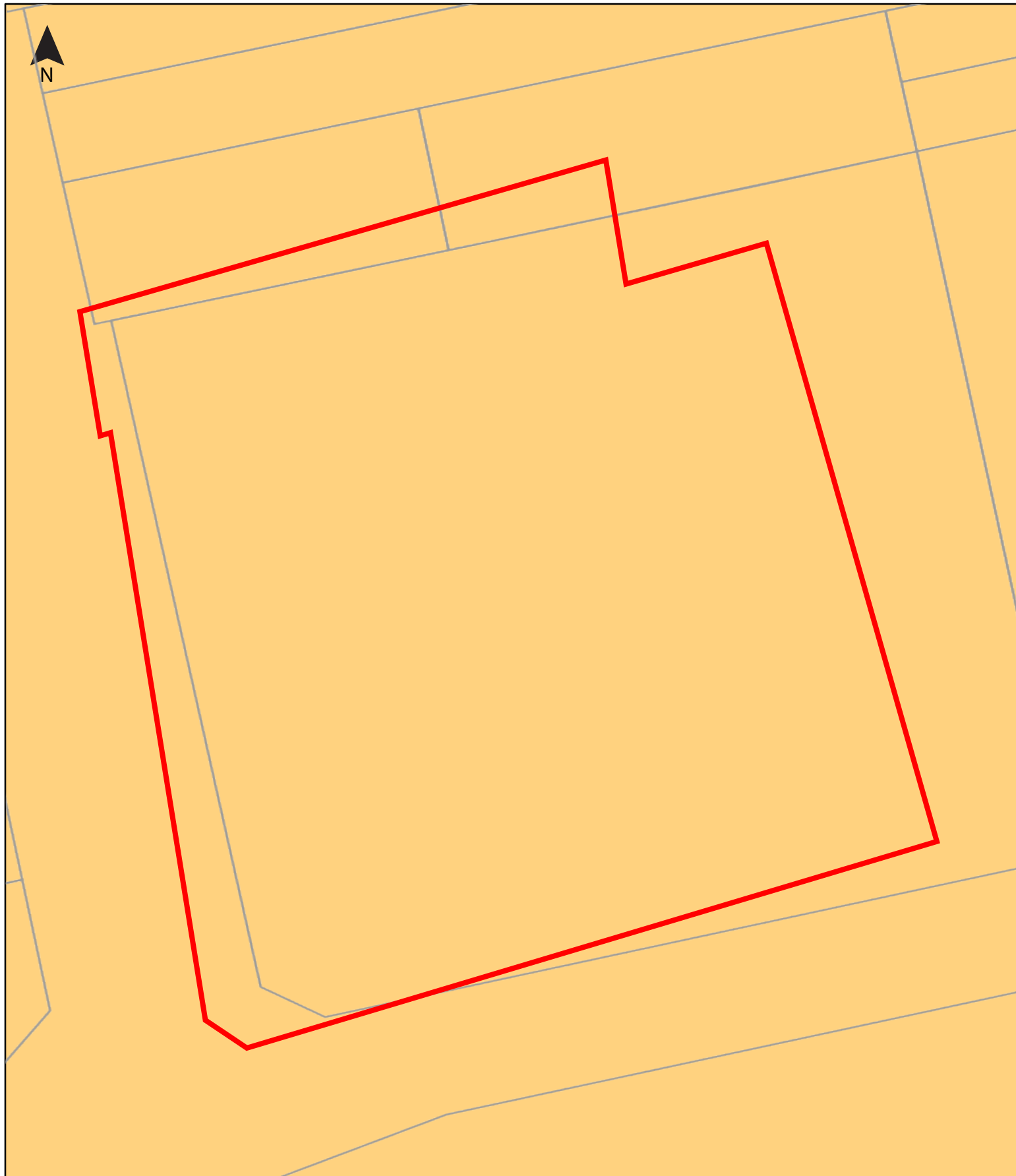


Figure 5
Adopted Official Plan - Schedule 2
853 Hurontario Street, 869 Hurontario Street,
7564 Poplar Sideroad and PT S1/2 LOT 40 CON 8
NOTTAWASAGA AS IN RO515907 (SECONDLY)
Town of Collingwood

Designations

-  Mixed Use Corridor I
-  Mixed Use Corridor II
-  Environmental Protection

25 50
Metres



LOFT PLANNING
September 2024

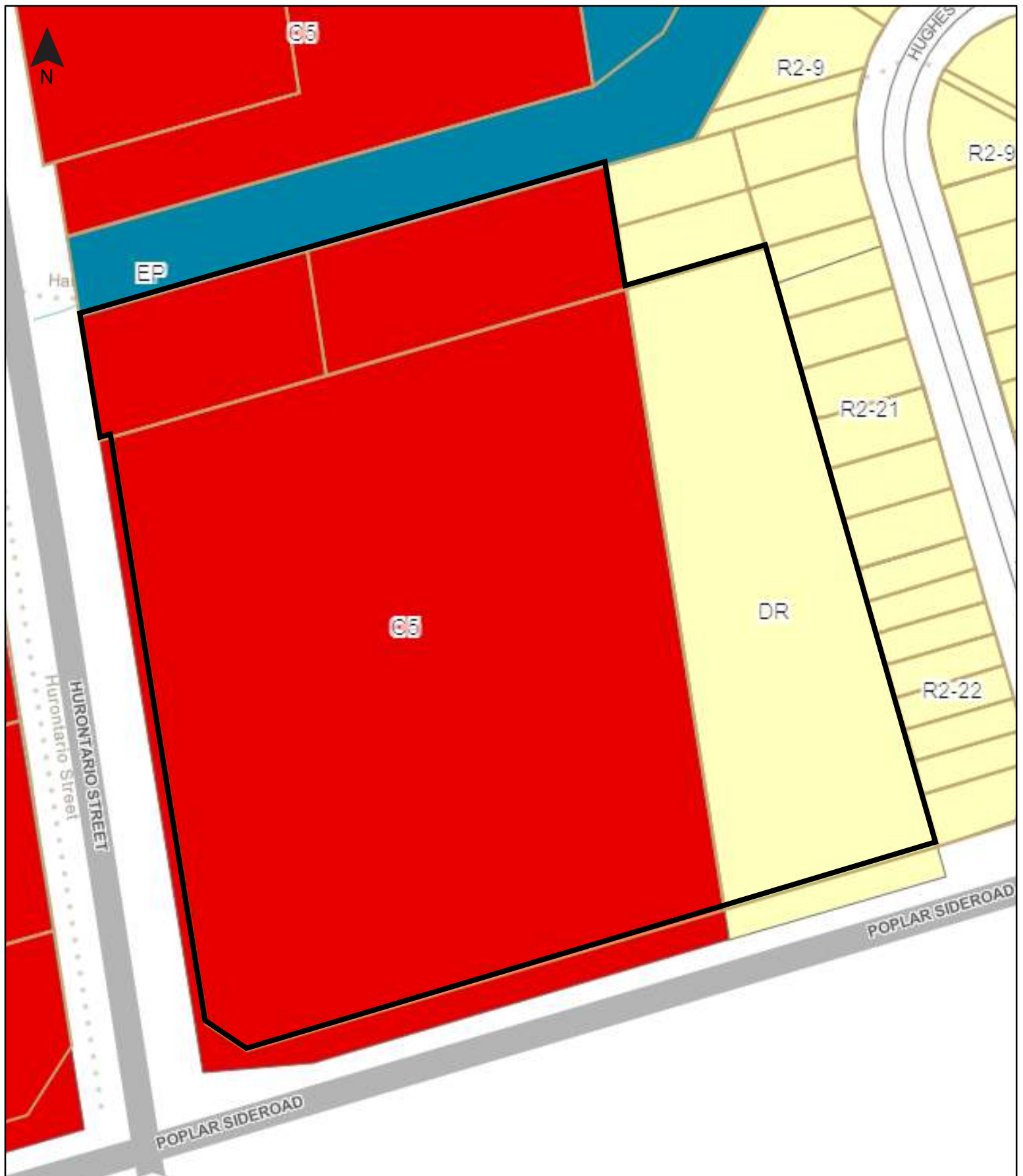


Figure 6
 Zoning Bylaw 2010-040
 853 Hurontario Street, 869 Hurontario Street,
 7564 Poplar Sideroad and PT S1/2 LOT 40 CON 8
 NOTTAWASAGA AS IN RO515907 (SECONDLY)
 Town of Collingwood

- Zones**
- Commercial Zone
 - Residential Zone
 - Environmental Protection Zone
- Subject Lands

25 50 Metres



LOFT PLANNING
 September 2024

PARKING - COMMERCIAL

Parking aisle minimum width of 6.0 metres
Parking space minimum dimensions of 2.8 m x 6.0 m
Accessible parking space minimum dimensions 4.5 m x 6.0 m
Dual accessible parking spaces at 3.4 m x 6.0 m with 1.5 m shared aisle

Commercial							
Building	Rate	Gross Area	Gross Floor Area*	Parking Req'd	Parking Provided	Accessible Parking Req'd	Accessible Parking Prov'd
01 Restaurant	8/100 m2	225.5 m2	157.0 m2	13			
02 Commercial	3/100 m2	929.0 m2	836.1 m2	26			
03 Commercial	3/100 m2	847.8 m2	727.0 m2	22			
04 Commercial	3/100 m2	1,799.4 m2	1,619.5 m2	49			
Grocery Store	3/100 m2	4,576.0 m2	3,204.0 m2	97			
06 Commercial	3/100 m2	1,384.8 m2	1,246.3 m2	38			
07 Restaurant	8/100 m2	410.9 m2	287.0 m2	23			
Total				268	286	6	12

*Gross Floor Area as defined by the Town of Collingwood Zoning By-law and is based on Gross Area -10% for general commercial uses and -30% for grocery store and restaurant uses.

DELIVERY / LOADING SPACES

1 Delivery Space for GFA between 460.0 m2 and 2,500.0 m2
1 Loading Space for GFA between 2,501.0 m2 and 7,000.0 m2
Delivery Spaces at 3.5 m (w) x 7.5 m (l) x 3.0 (v)
Loading Spaces at 3.5 m (w) x 20.0 m (l) x 4.5 m (v)

Building	Use	Gross Area	Gross Floor Area	Type Required	Type Provided
Building 01	Restaurant	225.5 m2	157.0 m2	N/A	1 Delivery Space
Building 02	Commercial	929.0 m2	790.0 m2	1 Delivery Space	1 Delivery Space
Building 03	Mixed-Use	727.0 m2	618.0 m2	1 Delivery Space	1 Delivery Space
Building 04	Commercial	1,799.4 m2	1,619.5 m2	1 Delivery Space	1 Delivery Space
Grocery Store	Commercial	4,576.0 m2	3,204.0 m2	1 Loading Space	2 Loading Spaces
Building 06	Commercial	1,246.3 m2	1,060.0 m2	1 Delivery Space	1 Delivery Space
Building 07	Restaurant	410.0 m2	287.0 m2	N/A	1 Delivery Space

*Gross Floor Area as defined by the Town of Collingwood Zoning By-law and is based on Gross Area -10% for general commercial uses and -30% for grocery store and restaurant uses.

QUEUING AISLES

Parking space minimum dimensions of 2.8 m x 6.0 m

Building	Use	# of Spaces Required	# of Spaces Provided	Comments
Building 01	Restaurant	10	12	Addn'l Spaces Beyond Pick-up Window
Building 07	Restaurant	10	14	Addn'l Spaces Beyond Pick-up Window

BICYCLE SPACES

Mixed-Use Building: 0.7 spaces per dwelling unit to a total maximum of 15 bicycle spaces
Non-Residential Buildings: 10% of the required parking spaces for motor vehicles but in no case shall shall the required bicycle spaces be less than 4

Building	Use	Parking Req'd	Bicycle Spaces Req'd	Bicycle Spaces Prov'd
Building 01	Restaurant	13	4	4
Building 02	Commercial	26	4	4
Building 03	Mixed-Use Comm.	20	4	16
Building 04	Mixed-Use Res.	207	15	15 (U/G)
Building 06	Commercial	49	5	4
Grocery Store	Commercial	97	10	8
Building 07	Commercial	34	4	4
Building 07	Restaurant	23	4	4
Total			49	59

THE GATEWAY CENTRE - ZONE PROVISIONS

Provision	C4 Zone Requirement	Proposed
Minimum Lot Area	1,000.0 m2	37,604.1 m2
Minimum Lot Frontage (Huronario Street)	30.0 m	194.0 m
Minimum Front Yard (Huronario Street)	6.0 m	7.5 m
Minimum Exterior Side Yard (Poplar Sideroad)	9.0 m	15.0 m
Minimum County Setback @ Poplar Sideroad	15.0 m	15.0 m
Minimum Interior Side Lot Line (East Lot Line)	9.0 m	9.0 m
Minimum Rear Yard (North Lot Line)	7.5 m	7.5 m
Maximum Height	15.0 m	42.5 m
Maximum Lot Coverage	40%	26%
Minimum Landscape Open Space	10%	34%
Minimum Hurontario Street CL Setback	15.0 m	29.3 m
Minimum Poplar Sideroad CL Setback	18.0 m	41.9 m
Minimum Parking Space Setback	6.0 metres	6.0 metres
Entrance Width	7.5 m to 15.0 m	9.0 m
Maximum Number of Dwelling Units	N/A	165 units

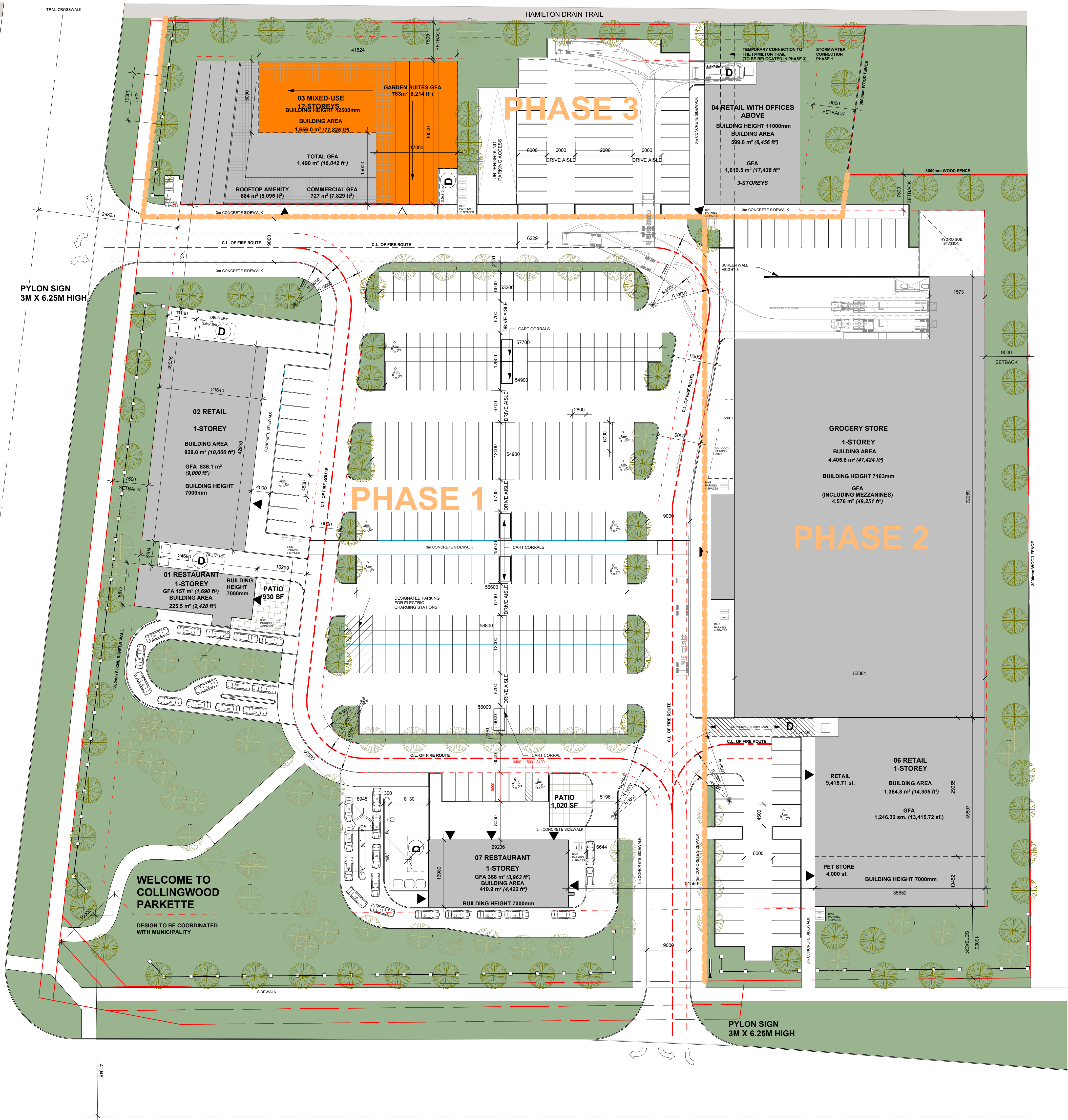
PARKING - RESIDENTIAL

Parking aisle minimum width of 6.0 metres
Parking space minimum dimensions of 2.8 m x 6.0 m
Accessible parking space minimum dimensions 4.5 m x 6.0 m
Dual accessible parking spaces at 3.4 m x 6.0 m with 1.5 m shared aisle

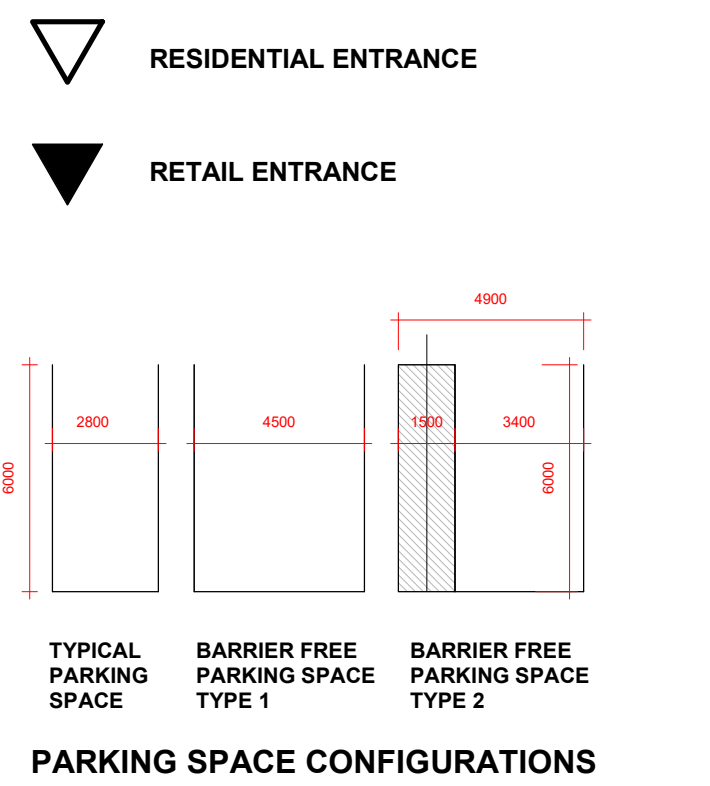
Residential	Rate	# of Units	Resident Parking Required	Visitor Parking Required	Total Required	Total Provided
Building 03	1/unit + 0.25/unit for Visitors	165	165	42	207	297

HURONTARIO ST

POPLAR SIDEROAD

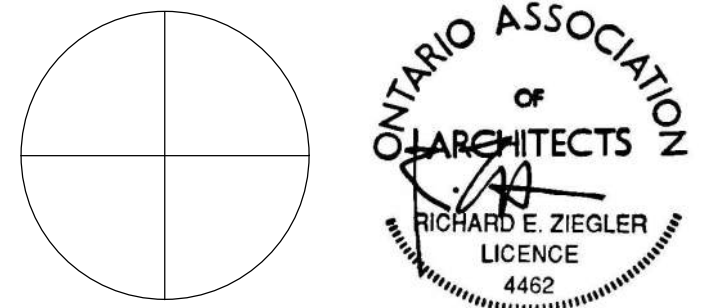


ISSUED FOR DISCUSSION
2024-08-23 9:47:07 AM



NO. ISSUANCE DATE

NORTH STAMP



THE GATEWAY CENTRE

CHARIS DEVELOPMENTS
HIGHWAY 124 & POPLAR SIDE ROAD
COLLINGWOOD, ONTARIO

SITE PLAN - OPTION C3
BRANDED

SCALE	As indicated	PROJECT NUMBER
DATE	2024-08-23 9:47:07 AM	202022
DRAWN	SO	
CHECKED	REZ	
SHEET		REVISION

A101

AMENDMENT No. ____

**TO THE OFFICIAL PLAN OF THE
TOWN OF COLLINGWOOD**

853 Hurontario Street, Town of Collingwood

869 Hurontario Street, Town of Collingwood

7564 Poplar Sideroad, Town of Collingwood

PT S1/2 LOT 40 CON 8 NOTTAWASAGA; TOWN OF COLLINGWOOD

September 2024

(i)

AMENDMENT NO. _____
TO THE OFFICIAL PLAN OF THE
TOWN OF COLLINGWOOD

The attached explanatory text constituting Amendment No. _____ to the Official Plan of the Town of Collingwood was prepared for and recommended to the Council of the Corporation of the Town of Collingwood.

This Amendment to the Official Plan of the Town of Collingwood was adopted by the Council of the Corporation of the Town of Collingwood in accordance with Sections 17 and 31 of the *Planning Act*, R.S.O. 1990, c. P.13, as amended, by By-law No. 2024-_____ passed on the _____, 2024.

Mayor

Clerk

(ii)

THE CORPORATION OF THE TOWN OF COLLINGWOOD

BY-LAW NO. _____

Being a By-law to adopt Amendment No. _____
to the Official Plan of the Town of Collingwood

WHEREAS the Council of the Corporation of the Town of Collingwood held a public meeting on the _____ day of _____, 2024 respecting the proposal to change the land use designation on the subject lands;

AND WHEREAS the Council has given serious consideration for the need to adopt an amendment to the Official Plan of the Town of Collingwood to amend these policies of the Town of Collingwood Official Plan;

AND WHEREAS the Council has determined that said land use designation is appropriate and desirable for the development of the subject lands;

The Council of the Corporation of the Town of Collingwood, in accordance with the provisions of the *Planning Act*, R.S.O. 1990, c. P.13, as amended, hereby ENACTS as follows:

1. THAT Amendment No. _____ to the Official Plan of the Town of Collingwood, being the attached text and schedules, is hereby adopted.
2. THAT the Clerk is hereby authorized and directed to make application to the County of Simcoe for approval of the aforementioned Amendment No. _____ to the Official Plan of the Town of Collingwood.

ENACTED and passed this _____ day of _____, 2024

Mayor

Clerk

OFFICIAL PLAN AMENDMENT
AMENDMENT NO. _____
TO THE OFFICIAL PLAN OF THE
TOWN OF COLLINGWOOD

PART 1 – THE PREAMBLE

1.1 TITLE

This Amendment, when approved by the County of Simcoe, shall be known as Amendment No. _____ to the Official Plan of the Town of Collingwood.

1.2 COMPONENTS

This Amendment consists of the text and schedules as outlined below in Part 2 titled The Amendment, Subsection 2.2. The preamble does not constitute part of the actual Amendment but is included for convenient purposes.

1.3 PURPOSE OF THE AMENDMENT

The purpose of this Amendment to the Official Plan of the Town of Collingwood is to implement the proposed development referred to as 'The Gateway Centre'. The Amendment proposes to redesignate the entirety of the land holdings to 'Mixed Use Commercial – Site Specific' designation and by way of exception will permit a food supermarket store, retail commercial establishments, pharmacy and permissions for a 12-storey mixed-use building containing up to one hundred sixty-five (165) dwelling units and/or retirement suites/units/rooms. The Amendment will also prohibit certain uses including motor vehicle dealerships, motor vehicle gas stations and/or washes, recreation vehicle sales and services.

1.4 LOCATION

This Amendment applies to those lands municipally known:

853 Hurontario Street, Town of Collingwood (Legally known as PT S1/2 LT 40 CON 8 NOTTAWASAGA AS IN R0706547; COLLINGWOOD)

869 Hurontario Street, Town of Collingwood (Legally known as PT S1/2 LT 40 CON 8 NOTTAWASAGA BEING PTS 1 & 2 51R32487 EXCEPT PTS 1 & 2 51R37017; TOWN OF COLLINGWOOD)

7564 Poplar Sideroad, Town of Collingwood (Legally known as PT S1/2 LT 40 CON 8 NOTTAWASAGA PT 1 51R3533 EXCEPT PT 1 51R4531 & EXCEPT PT 4 51R37017; COLLINGWOOD), And

Lands legally known as PT S1/2 LOT 40 CON 8 NOTTAWASAGA AS IN RO515907 (SECONDLY); TOWN OF COLLINGWOOD.

1.5 BASIS OF THE AMENDMENT

This Amendment has been submitted in order to facilitate the development of a mixed use commercial project and to permit a food supermarket store and one mixed-use building supporting up to 165 dwelling units and/or retirement suites/rooms/units and having a maximum of twelve (12) storeys.

PART 2 – THE AMENDMENT

2.1 PREAMBLE

The Amendment consisting of the schedule referred in Subsection 2.2 below constitutes Amendment No. _____ to the Official Plan of the Town of Collingwood.

2.2. DETAILS OF THE ACTUAL AMENDMENT

PART A)

That Schedule “A-1” titled Land Use Plan of the Official Plan of the Town of Collingwood is hereby amended, by re-designating the subject lands identified above from ‘Highway Commercial’ and ‘Low Density Residential’ to ‘Mixed Use Commercial – Site Specific’; as shown more particularly on Schedule “1” affixed hereto.

Item 1 – Site Specific: To permit a food supermarket store.

Item 2 – Site Specific: A Maximum Density of 50 residential units per gross hectare be permitted (165 units).

Item 3 – Site Specific: One 12 storey mixed-use building.

Item 4 – Site Specific: Retail Commercial Establishments

Item 5 – Site Specific – To prohibit motor vehicle dealerships, motor vehicle gas stations and/or washes and recreation vehicle sales and services.

That Schedule “C” titled Residential Density of the Official Plan of the Town of Collingwood is hereby amended, by re-moving a portion of the lands (7564 Poplar Sideroad) from Schedule “C” in its entirety as shown on Schedule “1” affixed hereto.

2.3. IMPLEMENTATION

Amendment No. _____ to the Official Plan of the Town of Collingwood will be implemented by the Town of Collingwood Zoning By-law No. 2010-040 as amended.

2.4 INTERPRETATION

The provisions of the Official Plan of the Town of Collingwood, as amended from time to time, regarding the interpretation of that Plan, shall apply in regards to this Amendment.

Schedule 'A-1'

869 Hurontario Street, 853 Hurontario Street, 7564 Poplar Sideroad,
PT S1/2 LOT 40 CON 8 NOTTAWASAGA



Legend

-  Lands to be redesignated from Highway Commercial to Mixed-Use Commercial - Exception
-  Lands to be rezoned from Residential to Mixed-Use Commercial - Exception



EXPLANATORY NOTE
TO THE CORPORATION OF THE TOWN OF COLLINGWOOD
BY-LAW NO. 2024-XX

By-law No. 2024-0XX is a By-law under the provisions of Section 34 of the *Planning Act*, R.S.O. 1990, c. P.13, amended, for prohibiting the use of land for or except for such purposes as may be set out in this By-law.

THE PURPOSE of the proposed Zoning By-law Amendment is to rezone the 'subject lands' (853 Hurontario Street and 869 Hurontario Street, Town of Collingwood and PT S1/2 LT 40 CON 8 NOTTAWASAGA AS IN RO515907 (SECONDLY); COLLINGWOOD from Highway Commercial (C5) to Holding X - Mixed Use Commercial – Site Specific (HX) (C4-X) and to rezone the 'subject lands' (7564 Poplar Sideroad, Town of Collingwood) from Deferred Residential (DR) to Holding X - Mixed Use Commercial – Site Specific (HX) (C4-X).

THE EFFECT of the proposed Zoning By-law Amendment is to permit a mixed-use commercial development on the subject lands as a consolidated site. The application proposes to construct seven (7) commercial buildings comprising a mix of retail, restaurant, office and grocery store uses and including one (1) twelve (12) storey mixed use building containing up to 165 dwelling units and/or retirement suites/units/rooms.

DRAFT OF PROPOSED ZONING BY-LAW AMENDMENT

BY-LAW No. 2024 – XX OF THE CORPORATION OF THE TOWN OF COLLINGWOOD



BEING A BY-LAW UNDER THE PROVISION OF SECTION 34 OF THE *PLANNING ACT*,
R.S.O. 1990, C. P.13, AS AMENDED

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

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

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

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

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

1. **THAT** Schedule "A" Map 24 of the Town of Collingwood Zoning By-law No. 2010-040, as amended is hereby further amended as it pertains to lands shown more particularly on Schedule 'A' affixed hereto and forming part of the by-law, by rezoning said lands from the HIGHWAY COMMERCIAL (C5) AND DEFERRED RESIDENTIAL (DR) to the HOLDING X - MIXED-USE COMMERCIAL – SITE SPECIFIC (HX) (C4-X) ZONES.
2. **THAT** Section 2.0 titled Zones and Schedules of the Collingwood Zoning By-law No. 2010-040, as amended, is hereby further amended as follows;
 - (a) Table 2.5.5.1 is amended in part by adding an "HX" holding zone and condition as shown in chart below;

Holding Zone	Conditions
HX	Confirmation of municipal servicing capacity allocation, and Execution of Site Plan Agreement with the Town of Collingwood to the satisfaction of the Director of Planning, Building and Economic Development and Town Solicitor.

3. **THAT** Section 7.5 titled COMMERCIAL EXCEPTION ZONES of the Collingwood Zoning By-law No. 2010-040, as amended, is hereby amended in part by adding a new paragraph entitled MIXED USE COMMERCIAL (C4) EXCEPTION – C4-X Zone to read as follows;

MIXED USE COMMERCIAL (C4) EXCEPTION X – C4-X ZONE

- i. Additional Permitted Uses:
 - a. Food Supermarket
 - b. Pharmacy
 - c. Retail Commercial Establishment(s)
 - d. Maximum 165 Dwelling Units/Suites/Rooms
 - ii. Prohibited Uses:
 - a. Motor Vehicle Repair Garage
 - b. Motor Vehicle Wash
 - c. Motor Vehicle Gasoline Station
 - d. Motor Vehicle Supply Outlet
 - iii. The maximum building height for a mixed-use building shall be 42.5m.
4. **THAT** Zoning By-law No. 2010-040 is hereby amended to give effect to the foregoing, but Collingwood Zoning By-Law 2010-040 shall in all other respects remain in full force and effect.
5. **THAT** this By-law shall come into force and effect on the date it is enacted and passed by The Council of the Corporation of the Town of Collingwood, and subject to notice hereof being circulated in accordance with the provisions of the Planning Act and Ontario Regulation 545/06, and if required as a result of such circulation the obtaining of the approval of the Ontario Land Tribunal.

ENACTED AND PASSED this ____ day of _____, 2024

MAYOR

CLERK

Schedule 'A'

869 Hurontario Street, 853 Hurontario Street, 7564 Poplar Sideroad,
PT S1/2 LOT 40 CON 8 NOTTAWASAGA



Legend

-  Lands to be rezoned from Commercial (C5) to Holding X Mixed-Use Commercial Zone - Site Specific (HX) (C4-X)
-  Lands to be rezoned from Deferred Residential (DR) to Holding X Mixed-Use Commercial Zone - Site Specific (HX) (C4-X)

This is Schedule 'A-1' to By-law _____

Passed this _____ day of _____, 2024.

Mayor

Clerk