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A1	-	The Shipyards – Special Policy Area (Schedule “4” of OPA No.2)
A2	-	Land Use Plan - Detail
B	-	Environmental Protection-Natural Heritage Resource Areas
C	-	Residential Density Plan
D	-	Transportation Plan
D1	-	Collingwood Trail System
E	-	Municipal Service Areas
E1	-	Municipal Services Plan
F	-	Urban Structure
B1	-	Black Ash Creek Special Policy Area Map

1.0 INTRODUCTION (OPA#33)

1.1 TITLE AND CONTENTS

This document shall be known as the:

OFFICIAL PLAN OF THE TOWN OF COLLINGWOOD

The Official Plan of the Town of Collingwood comprises the written text of Sections 1.0 to 11.0 inclusive and the accompanying map schedules:

- Schedule A - Land Use Plan
- Schedule A1 - The Shipyards – Special Policy Area (Schedule “4” of OPA No.2)
- Schedule A2 - Land Use Detail (Huntingwood)
- Schedule B - Natural Heritage Resource Areas
- Schedule C - Residential Density Plan
- Schedule D - Transportation Plan
- Schedule D1 - Collingwood Trail System
- Schedule E - Municipal Service Areas
- Schedule E1 - Municipal Services Plan
- Schedule F - Urban Structure

1.2 PURPOSE OF THE OFFICIAL PLAN

The Official Plan establishes goals, objectives, land use, transportation, servicing and community improvement policies to direct the physical growth of the Town of Collingwood, within a context of relevant social, economic and environmental constraints, in order to obtain the most desirable living environment for present and future residents, and those citizens from the surrounding area who are utilizing the regional facilities within the Town.

It is intended that the Plan serve as the foundation document to the municipality in preparing implementing zoning criteria, undertaking public works and/or community improvements, assessing the propriety of development applications, including Official Plan and Zoning By-law amendments, minor variances, consent applications, site plan control applications, and plans of subdivision/condominium.

The Official Plan establishes the general pattern and quantifies future growth to the year 2031. Its purpose is to ensure the best form of development under the most desirable conditions.

1.3 RELATIONSHIP OF THE OFFICIAL PLAN TO COUNTY AND PROVINCIAL DOCUMENTS

The *Planning Act* requires the Official Plan of the Town of Collingwood to have regard to matters of provincial interest as are outlined in Section 2. The *Act* also requires the Official Plan to be consistent with any Policy Statements issued by the Province of Ontario (the 2014 Provincial Policy Statement) and to be in conformity with approved

Provincial Plans, which in Collingwood's case is Places to Grow the Growth Plan for the Greater Golden Horseshoe, as amended.

The Town of Collingwood is recognized as a lower tier municipality with the County of Simcoe – the upper tier municipality. Accordingly, Collingwood's Official Plan is required to conform with the County of Simcoe Official Plan (*County Plan*) as required by the *Planning Act*. It should be noted that all of the Town of Collingwood is considered as a Primary Settlement Area in the Provincial Growth Plan and in the County Official Plan.

1.4 BASIS OF THE PLAN

This Official Plan is based upon a series of detailed planning, environmental, economic and servicing studies commissioned by the Town of Collingwood, as well as comments received from the general public, the County of Simcoe and other municipalities, County and Provincial Ministries, agencies and departments. The background studies, which preceded the adoption of the updated Official Plan focused on Collingwood's natural environment, servicing and transportation circumstances, and residential, commercial, industrial and recreational land needs.

1.5 MONITORING THE OFFICIAL PLAN

The planning period of this Plan is to the year 2031. However, pursuant to Section 26(1) of the *Planning Act*, Council shall from time-to-time, and not less frequently than every five years, hold a special meeting of Council, open to the general public, to consider the need for revisions to the Plan.

To evaluate the effectiveness of the Official Plan, the Town will monitor development activity within the municipality including review of the Land Budget, the creation of lots, issuance of building permits, and changes in land use resulting from amendments to the Official Plan and implementing Zoning By-law. Where it is deemed necessary due to changes in the physical, social or economic makeup of the municipality, or as a result of new Provincial and/or County municipal strategic planning policy, the Official Plan shall be appropriately updated.

1.6 USING THE OFFICIAL PLAN

Municipal Official Plans are the primary tool for implementing long-range Provincial, County and municipal land use policy. A local Official Plan is developed by municipal Council in partnership with the County and Province and is subject to approval first by the local municipality and then the designated approval authority, which, in Collingwood's case, is the County of Simcoe. This joint policy approach ensures that those reading/using an up-to-date local Official Plan can do so with confidence that its policies address the long-range land use objectives of the County and Province in addition to those of the municipality itself.

The policies of an Official Plan build upon themselves through a progressively more detailed outline of applicable development policy. The Plan commences with a statement of the community's long-range land use vision, followed by general

development criteria, development criteria for each land use designation, transportation, community improvement and heritage policies and, finally, implementation guidelines. Collingwood's Official Plan should be read as a whole to appreciate this progressive policy approach and any one section of the Plan should not be considered more important than any of the others.

Although an Official Plan presents a long-range vision for growth, it is a dynamic document in which allowance often is made for more comprehensive planning of specific parts of the community, usually through the preparation of secondary plans. It also provides for site-specific amendments to facilitate development on the basis of appropriate supporting studies/documentation. Collingwood's Official Plan serves to provide a maximum twenty-year plan for future growth which, will assist in achieving the land use planning goals of the Province, County and the Town's strategic planning initiatives.

2.0 MAJOR POLICY INFLUENCES (OPA#33)

2.1 GENERAL

Planning for Collingwood's growth requires a clear understanding of the major influences affecting the magnitude and pattern of future development. The following are the major influences affecting the policy framework of this Official Plan.

2.2 GEOGRAPHIC CONTEXT

The Town of Collingwood is situated along the shoreline of Nottawasaga Bay (Georgian Bay) in the extreme northwest corner of the County of Simcoe. In 1994, the Town's boundaries were expanded as a result of municipal restructuring initiated by the County of Simcoe, raising the municipality's total area to approximately 3300 hectares (8150 acres) and permanent/recreational population, in 2011, to approximately 24,500.

Collingwood is situated approximately midway between the Cities of Barrie and Owen Sound on Provincial Highway 26, which provides access to Grey and Bruce Counties in the west, and to Toronto, via Provincial Highway 400, in the southeast. County Road 124 (formerly Provincial Highway 24) originates in Collingwood and provides access to the heavily-populated areas of the Greater Golden Horseshoe (GGH) to the south.

Collingwood functions as the major commercial centre for northwest Simcoe County and northeast Grey County servicing an overall trade area in 2011 of approximately 85,000 people. While there are still a number of manufacturing plants within Town, the municipality has experienced a significant shift toward tourist-related service industries since the closure of the Collingwood Steamship Lines (CSL) shipbuilding operation in 1986. Today, Collingwood is a major tourist destination for the residents of southern GGH. Its location along the shoreline of Georgian Bay and proximity to the Niagara Escarpment ideally situates the municipality as the "gateway" to the winter resort areas to the west.

Collingwood's proximity to the southern GGH municipalities has potential impact not only on demand for residential development, but also on the need for future support services including commercial (food/ retail/ financial/ convention/ recreational) services, as well as hard and soft servicing facilities (e.g., roads/ parks/ water supply/ sanitary sewage disposal).

A major focus of this Official Plan is upon maintaining a balance between the needs of the recreational market place and the preferences of Collingwood's permanent population to retain the small-town characteristics of the municipality that make it so popular. That requires in addition to respecting, maintaining and strengthening Collingwood's cherished natural and cultural heritage; recognition that the waterfront and the downtown core are the community's most important assets.

2.3 PROVINCIAL CONTEXT

As per Section 1.3 above, Council acknowledges the role of the Province of Ontario and County of Simcoe in the local planning process. The policies of this Official Plan have regard for the long-range land use interests of the Province as noted in Section 2 of the *Planning Act* including:

- The protection of ecological systems, including natural areas, features and functions;
- The conservation of features of significant architectural, cultural, historical, archeological or scientific interest;
- The adequate provision and efficient use of sewage and water services and waste management systems;
- The orderly development of safe and healthy communities;
- Accessibility for persons with disabilities to all facilities and services;
- Adequate provision and distribution of educational, health, social, cultural and recreational facilities;
- The adequate provision of a full range of housing and employment opportunities;
- The protection of the economic well-being of the Province and its municipalities;
- The protection of public health and safety;
- The appropriate location of development, and;
- The promotion of development that is designed to be sustainable to support public transit and to be oriented to pedestrians.

The policies of the Town's Official Plan are consistent with those expressed in the Provincial Policy Statement (PPS, April, 2014). The PPS focuses growth within existing settlement areas and away from significant natural resources and hazards. The fundamental broad principles for creating and sustaining a healthy, livable and safe community found in the Provincial Policy Statement are:

- Promote efficient development and land use patterns which sustain the financial well-being of the municipality over the long term;
- Accommodate an appropriate range and mix of residential, employment (industrial, commercial and institutional uses), recreation and open space uses to meet long term needs;
- Avoid development and land use patterns which may cause environmental, public health and/or safety concerns. (PPS 1.1.1)

The policies of the Town's Official Plan are in conformity with those expressed in the Growth Plan for the Greater Golden Horseshoe (GGH). The vision for the GGH outlined in the Growth Plan includes that the area will offer a wide variety of choices for living including thriving, livable, compact, vibrant and productive urban areas with healthy downtown cores which will be easy to get around, and have a healthy natural environment. The Guiding Principles of the Growth Plan that are to provide a basis for decision-making on how land is developed, resources are managed and public dollars are invested are to be based on:

- Build compact, vibrant and complete communities;
- Plan and manage growth to support a strong and competitive economy;
- Protect, conserve, enhance and wisely use the valuable natural resources of land, air and water for current and future generations;
- Optimize the use of existing and new infrastructure to support growth in a compact, efficient form;
- Provide for different approaches to managing growth that recognize the diversity of communities in the Greater Golden Horseshoe;

- Promote collaboration among all sectors – government, private and non-profit – and residents to achieve the vision. (Growth Plan 1.2.2)

2.4 COUNTY OFFICIAL PLAN

The County of Simcoe Official Plan has been up-dated to ensure that the policies for the County are consistent with the Provincial Policy Statement and in conformity with the direction outlined in the Growth Plan including Section 6 which specifically addresses how growth is to be managed in the Simcoe Sub-area. The municipalities are to make the best use of existing infrastructure and develop compact, complete urban communities with good design and built form. The natural environment is to be protected from the impacts of growth while providing amenities for visitors from across the GGH and beyond.

The goals of the County Plan are:

- To protect, conserve and enhance the County's natural and cultural heritage;
- To achieve wise management and use of the County's resources;
- To implement growth management to achieve lifestyle quality and efficient and cost effective municipal servicing, development and land use;
- To achieve coordinated land use planning among the County's local municipalities and with neighbouring counties... and First Nations lands;
- To further community economic development which promotes economic sustainability in Simcoe County communities, providing employment and business opportunities; and
- To promote, protect and enhance public health and safety.

For more information and certainty in regard to Provincial and County land use objectives, reference should be made directly to the Provincial Policy Statement, the Growth Plan and the County Plan. The Official Plan has been reviewed to ensure that its policies are in conformity with the planning principles found in these Provincial and County documents.

2.5 GROWTH MANAGEMENT

2.5.1 Overview

The Provincial Policy Statement and the Places to Grow, Growth Plan for the Greater Golden Horseshoe, as amended for Simcoe County, and by extension the Simcoe County Official Plan, provide the primary basis for managing Collingwood's growth and development to 2031, including overall population and employment allocations, and a policy framework for how and where growth will proceed.

2.5.2 Complete Communities and Compact Urban Form

Central to the Growth Plan, and this Official Plan, are the concepts of Complete Communities and Compact Urban Form. These concepts correspond roughly to a more locally-based way of living and the land use patterns and built form needed for its achievement.

- 2.5.2.1 Complete Communities are defined as those meeting people's needs for daily living, throughout an entire lifetime, by providing convenient access to an appropriate mix of jobs, local services, a full range of housing, and community infrastructure including affordable

housing, schools, recreation and open space for their residents, and providing convenient access to public transportation and options for safe non-motorized travel.

- 2.5.2.2** Compact Urban Form is defined a land-use pattern that encourages efficient use of land, walkable neighbourhoods, mixed land uses (residential, retail, workplace and institutional all within one neighbourhood), proximity to transit and reduced need for infrastructure. Compact urban form can include detached and semi-detached houses on small lots as well as townhouses and walk-up apartments, multi-storey commercial developments, and apartments or offices above retail.

2.5.3 Population and Employment Allocation

Under the Growth Plan, Collingwood has been allocated a population of 33,400 and an employment level of 13,500 for 2031. These allocations will be used to plan and manage growth in the Town and will not be exceeded except in accordance with the policies of the Growth Plan.

As of May, 2011, Collingwood's permanent population was reported as being approximately 19,240, occupying 8,340 dwelling units, with an average of 2.31 persons per dwelling unit. Accordingly, based on these figures, Collingwood's population growth is anticipated to be approximately 14,160 people by 2031 to achieve the assigned allocation.

2.5.3.1 Limitations of Population Allocation

For the purposes of this Plan, and in accordance with the Growth Plan and Census data for 2011, Collingwood's 2031 population allocation and 2011 base population reflect only permanent residents and do not include recreational or seasonal residents who do not live in Town on a continuous year-round basis.

2.5.3.2 Recreational/Seasonal Population Growth

Recent Census data (2001, 2006 and 2011) indicates that 22% of Collingwood's residential dwelling units are estimated as being for use by recreational or seasonal users. It is estimated that Collingwood's recreational/seasonal population in 2011 is 5,440 persons (above and beyond the 19,240 permanent residents) and that seasonal or recreation population growth over the next twenty years will add an estimated 4,000 people. Opportunities for recreational/seasonal population growth can be accommodated within the context of lands designated and available for residential purposes of the Town's Land Budget, detailed under section 2.5.5, and shall not be considered through the designation of additional lands except in accordance with the policies of this Plan.

2.5.4 Urban Structure

In the context of Collingwood, the Growth Plan characterizes the Town as a primary settlement area in its entirety consisting of a settlement boundary, a built boundary, a built-up area and a designated Greenfield area. The Growth Plan also directs municipalities to identify intensification areas.

Schedule 'F', to this Plan, entitled Urban Structure, identifies these structuring elements, which are described as follows and formally defined in the Growth Plan itself:

The **settlement boundary** is coincident with the boundary of the municipality, with the entire area of the municipality being recognized as a primary settlement area.

The **built boundary** defines the established built-up areas within the Town, where, as of June 16, 2006, development activity has for the most part already or typically occurred.

The **designated Greenfield area** constitutes all vacant lands outside of the built boundary and within the Town's settlement boundary.

The designated Greenfield area can be further characterized into two subcategories: those which are designated lands for urban uses and those areas which, due largely to agricultural and rural designations under the Official Plan, are identified as being lands not for urban uses.

Accordingly, it is noted that designated Greenfield areas do not in and of themselves afford any development rights or expectation of development potential during the life of the Plan and that site specific considerations and other policies under the Provincial Policy Statement, Growth Plan, County Plan and Town Plan must be examined.

Intensification areas, are specific areas within the built boundary where growth through intensification can be focused.

Underpinning the urban structure is a shifting of growth from Greenfield development in areas which were in the recent past agricultural and rural land uses towards intensification of built up areas where compact urban form and complete community objectives can typically be more easily achieved.

2.5.5 Residential Lands

Lands designated for urban uses on Schedule 'A', Schedule 'C' and Schedule 'F' will accommodate the Town's 2031 population allocation and are also sufficient to ensure an adequate, varied and affordable supply of housing for Collingwood's permanent, recreational and seasonal residents. Therefore, until at a minimum the next five year review, there should be no need to re-designate additional non-urban lands to accommodate permanent or recreational/seasonal population growth.

2.5.6 Land Budget

To ensure that an appropriate supply of lands is available within the built-up area and designated greenfields to achieve the 2031 population allocation and to meet the intensification and density targets of the Growth Plan, the Town will prepare and revise on an annual basis a Land Budget to monitor growth. The Land Budget will generally detail and track the amount of land available for development on a parcel by parcel or proposal basis, including its location in terms of urban structure, its approval status, the primary nature of the development and data on building and occupancy permit issuance.

Based on the composition of dwelling type for permanent residents over the preceding three census dates, Collingwood is projected to have a dwelling type mix of 60% single and semi-detached units, 20% townhome units and 20% apartment units.

2.5.7 Intensification and Density Targets

To assist in the appropriate direction of growth and to support compact urban form and complete communities in Greenfield areas the Province has provided specific targets for intensification and population and employment densities. Accordingly, it is the policy of the Town of Collingwood will achieve the following:

- 2.5.7.1** A minimum intensification target of 40% of development per year within the built boundary by 2015, and each year thereafter; and,
- 2.5.7.2** A minimum density target of 50 residents and/or jobs per hectare within designated Greenfield areas.
- 2.5.7.3** Achievement of density targets will be sought on a development specific basis, but some flexibility may be permitted where it can be shown that there is a reasonable possibility of achieving the density target across the entire extent of designated and available development parcels within the designated Greenfield area.

2.6 NEIGHBOURING MUNICIPALITIES

The Town of Collingwood is bordered on the west by the Town of The Blue Mountains (Grey County), on the south and east by the Township of Clearview (Simcoe County), and in the extreme southeast, along the Nottawasaga Bay shoreline, by the Town of Wasaga Beach (Simcoe County). Development within the Town may have an effect upon, or be impacted by, activity in adjacent municipalities.

Future development within these neighbouring communities and a co-operative approach to regional planning issues could/will have a bearing on:

1. The magnitude, form and timing of future development in the Mountain Road West Corridor.
2. The preservation of the Town's natural heritage system as many of the features of the system cross municipal boundaries.
3. The protection of new development from existing natural hazards which result from watersheds crossing municipal boundaries.
4. The design of Collingwood's future road system, including the location of a Provincial highway by-pass, to address the growth projected over the planning period.
5. The planning and implementation of a shared inter-municipal and regional public transportation system.

6. The type and magnitude of future commercial development, which should be positioned to address the needs of the residents of the community and the region as a whole.
7. Long-range inter-municipal tourist/recreational opportunities such as a destination-oriented regional trail system.
8. Increased (economic) opportunities in relation to the Collingwood Airport. Collingwood is a regional service hub within the area's plethora of recreational resorts and facilities. Optimizing the area's regional opportunities, in cooperation with the Town's municipal neighbours, is a primary objective of the Official Plan.

3.0 GENERAL DEVELOPMENT (*OPA #33 –except 3.11 & 3.16*)

Development within the Town of Collingwood shall proceed in accordance with the following general development criteria.

3.1 GENERAL

Based upon a thorough review of the planning, environmental and servicing characteristics of the Town, the direction established in the Provincial and County planning documents, the recommendations of the Town's various background reports, and input from the general public, Council developed long-range land use goals and objectives. These goals and objectives provide a framework for directing growth in a logical and orderly manner while safeguarding the Town's environmental and economic well-being and small-town atmosphere. The goals and objectives applicable to the community as a whole are found in this section.

A "goal" is a desired end state, which reflects the long-range purpose of the Plan and is related to a major area of concern. An "objective" is a short-range step toward the goal. It is concrete, realistic, action-oriented and attainable within a relatively short period of time. The achievement of an objective should move the goal closer to reality.

To ensure that the implementation of the policies outlined in this Plan will result in the development of an economically strong, vibrant and complete community, the following general principles must be considered throughout:

- that significant natural and cultural heritage features and resources are protected, conserved and enhanced when possible;
- that new development is protected from flooding and other natural or human made hazards;
- that in accordance with its context, new development is encouraged to be compact in form and include a diverse mix of land uses, a range and mix of employment and housing types, and easy access to local stores and public /private services;
- that public open space, recreation facilities, schools, civic and cultural facilities shall be accessible by pedestrians, cycling and transit;
- that new development is serviced with full municipal water supply and sanitary sewage disposal facilities; and,
- that no by-law is passed which does not conform with the intent of this Plan.

It is the intent of this Plan that all development in the Town occurs in accordance with the goals, objectives and policies for these land use designations, which are shown on Schedules A, A1, A2, B, C, D, E and F. The majority of development, which is expected to occur over the planning period, should not require amendments to this Official Plan. Where site-specific amendments to this Official Plan are proposed, the application shall be accompanied by plans, drawings and supporting documentation as outlined in Section 8.13. More specific Amendment criteria are found in Section 8.11.

3.2 COMMUNITY SERVICES**3.2.1 Goals**

1. To ensure the availability of a full array of community services for the Town's residents including educational, institutional, recreational, library, cultural, medical and municipal facilities.
2. To optimize community, recreational and cultural opportunities for all Town residents, including teens, older adults, persons with special needs and seasonal visitors (tourists).

3.2.2 Objectives

1. To promote the continued renewal of recreational services parallel with the demand created by population growth.
2. To promote and develop, if feasible, the establishment of a Cultural/Performing Arts Centre.
3. To promote the continued improvement and/or expansion of cultural and educational services including the museum and library.
4. To promote the integration of arts, cultural and recreational facilities with local businesses, health and social services, and public buildings.
5. To ensure the equitable accessibility of community support services to all residents of the community.

3.2.3 Policies

1. It is the intent of this Official Plan that infrastructure, utility, communication, transportation, park and playground facilities, including pedestrian trails, and other uses deemed to serve a similar public function be permitted in all land use designations.
2. Other community service/public uses and areas shall be permitted in accordance with Figure 3. Accessory uses such as a residence for a caretaker or watchman, administrative offices, dining and recreation facilities also shall be permitted but only when incidental to a permitted community service/public use.
3. When new infrastructure, utility, communication, transportation, park and playground facilities, including pedestrian trails are being located in Environmental Protection Areas an Environmental Impact Statement (EIS) shall be required.
4. Community service/public uses may be zoned in separate categories in the implementing Zoning By-law.
5. As far as possible, a permitted community service/public uses shall be situated in

close proximity to major transportation routes and serviced by active transportation routes.

6. The design of a new community service/public use, particularly new buildings or structures, shall be in keeping with the general character of the surrounding neighbourhood or area.

Figure 3

DESIGNATIONS FOR COMMUNITY SERVICES/PUBLIC USES¹

(Note¹: for public uses, which are permitted in all designations, only preferred locations are shown)

Land Use Type	Residential	Commercial	Industrial	Rural	Recreation	Environmental Protection
Schools	√	√	√			
Public Institutions of Post-Secondary Education		√	√	√		
Places of Worship	√	√	√			
Emergency Housing	√	√				
Group Homes	√	√				
Hospitals	√	√				
Fire Halls, Police and Ambulance Stations	√	√	√	√	√	
Libraries	√	√			√	
Museums		√			√	
Nursing Homes	√	√				
Senior Citizen/Retirement Homes	√	√				
Municipal Government Offices/PUC		√	√		√	
Special Care Homes	√	√				
Nursery Schools	√	√	√		√	
Day Care Centres	√	√	√		√	
Life Skills and Rehabilitation	√	√	√		√	

Land Use Type	Residential	Commercial	Industrial	Rural	Recreation	Environmental Protection
Centres						
Fraternal Organizations		√	√		√	
Community Centres	√	√	√		√	
Cemeteries				√	√	
Public Parks	√	√	√	√	√	√
Indoor Recreational Facilities		√	√		√	
Infrastructure, (including stormwater management facilities)	√	√	√	√	√	√

3.3 DEVELOPMENT STAGING

In order to protect Collingwood's citizens from undue financial burden, Council shall ensure that the timing, location and nature of all new development is such that the demand for public uses and municipal services such as roads, schools, school buses, garbage collection, police and fire protection is not excessive in relation to the taxable assessment provided. The provisions of Section 3.5.3 Servicing Policies address the preferred staging of municipal infrastructure.

3.4 DEVELOPMENT CHARGES

Council may levy development charges on new development in order to finance municipal services pursuant to the provisions of the *Development Charges Act, 1997*. Development charges may be adjusted to reflect cost differences in the provision of infrastructure and services between development proposals in Greenfield areas and areas that are already largely established.

3.5 MUNICIPAL SERVICES

3.5.1 Goals

1. To provide adequate and sufficient systems of water supply, sanitary sewage disposal and storm drainage to all areas of development in the municipality in accordance with the staging program established by this Plan and sound financial planning.

3.5.2 Objectives

1. To optimize the opportunity for the provision of full municipal sewage and water services in new development areas.
2. To encourage progressive, staged development from existing built-up areas in order to minimize the need for major servicing extensions.
3. To encourage the substantial completion (more than 50%) in one neighbourhood or development area prior to initiating development in an adjacent neighbourhood and thus minimize leapfrogging and scattered development.
4. To develop new municipal services and undertake improvements to existing servicing infrastructure bearing in mind the ultimate servicing requirements of the municipality, and the municipality's ability to finance such projects.
5. To develop a system of storm drainage sympathetic to areas of environmental sensitivity including the Town's natural heritage features and hazard lands.

3.5.3 Policies

It is the intent of this Official Plan that no major forms of new development be permitted unless adequate municipal water, sanitary sewer and storm sewer facilities are available. Furthermore, it is intended that new development will generally be contiguous to existing built-up areas to avoid leap-frogging over undeveloped lands.

To assist in the orderly and efficient extension of municipal services, Schedule 'E' - Municipal Service Areas separates the municipality into four service areas (Section 3.6), while Schedule 'E1' - Municipal Services Plan conceptually delineates the water and sanitary sewer services, existing and proposed, required to service all parts of the Town in the long-term.

Expansion of the existing municipal services should only be considered when the following conditions are met:

- Strategies for water conservation and other water demand management initiatives are being implemented in the existing service area;
- Plans for expansion are to serve growth in a manner that supports achievement of the intensification target and density targets.

3.6 SERVICE AREAS

3.6.1 Service Area 1

Service Area 1, as delineated on Schedule 'E' - Municipal Service Areas, includes the fully serviced lands within the built boundary and some minor adjacent pre-designated lands outside the built boundary. The lands that are not within the built boundary have been

included either because they are fully serviced, or to promote the rounding out of the existing development form, and where new development may be permitted through the construction of minor extensions to existing municipal services. Service Area 1 lands can develop immediately subject to other policy considerations.

3.6.2 Service Area 2

Service Areas 2 consists of predominantly vacant lands adjacent to Service Area 1 and represents the area beyond the built boundary to which municipal services can most easily/efficiently be extended to facilitate new development. The lands in Service Area 2 are already designated for urban uses and many also have draft approved plans of subdivision.

Development may proceed in Service Area 2 on the basis of engineering studies confirming the feasibility, location and magnitude of required servicing extensions and when Council is satisfied that it can generate sufficient revenue to recover the full cost of the required water supply, sanitary sewage disposal and/or stormwater management drainage facilities.

3.6.3 Service Area 3

Service Area 3 includes portions of the *Mountain Road West Corridor* where new development is constrained by the availability of only partial or private services and the need for an upgrade to full municipal services is dependent upon significant improvements to the Town's existing servicing infrastructure, particularly sanitary sewage services. It is also an area, where a number of residential subdivisions already exist on partial services, and there has been little public interest/need identified in providing full services to these subdivisions.

It is intended that new development in Service Area 3 (with the exception of that permitted under Section 3.7) occurs in accordance with good planning principles and the long-range land use and economic objectives of the municipality. Accordingly, development shall be permitted to proceed within the Service Area 3 on the basis of engineering studies, undertaken as a component of a secondary plan, confirming the feasibility, location and magnitude of required future services and when Council is satisfied that it can generate sufficient revenue to recover the full cost of the required water supply, sanitary sewage disposal and/or stormwater management drainage facilities.

Whereas it is an objective of this Plan to encourage growth in areas contiguous to existing built-up parts of the municipality consideration may be given to permitting new development in the vicinity of the town's western boundary in the event of a joint servicing agreement(s) with the Town of The Blue Mountains.

3.6.4 Service Area 4

Service Area 4 is situated within the *Highway 26 East Corridor* where future servicing options are the most problematic due to their complexity and/or cost. Development within Service Area 4 (with the exception of that permitted under Section 3.7) shall be preceded by engineering studies, completed as a component of a secondary plan, confirming the

feasibility, location and magnitude of required future services and shall only be permitted when Council is satisfied that it can generate sufficient revenue to recover the full cost of the required water supply, sanitary sewage disposal and/or stormwater management drainage facilities.

Whereas it is an objective of this Plan to encourage growth in areas contiguous to existing built-up parts of the municipality consideration may be given to permitting new development in the vicinity of the town's eastern boundary in the event of a joint servicing agreement(s) with the Town of Wasaga Beach.

3.7 RELAXED SERVICING CRITERIA

While it is important to maximize the opportunity for the use of full municipal services in conjunction with new development, it also is recognized that certain lands, both vacant and those accommodating existing uses, are only serviceable by private water and sanitary sewage disposal systems or partial services. In order to avoid unnecessary hardship to such property owners, minor development may be permitted within these areas on the basis of the servicing systems existing on the date of the adoption of this Official Plan and in accordance with the following policies.

3.7.1 Existing Uses

Minor extensions and enlargements may be permitted to uses legally existing on the date of the adoption of this Official Plan provided that the adequacy of the existing or proposed water supply and/or sanitary sewage disposal servicing system is demonstrated to the satisfaction of the Town of Collingwood.

3.7.2 Vacant Lots of Record

Notwithstanding any servicing policies of this Plan to the contrary, where a vacant lot legally existed on the date of adoption of this Official Plan, a building permit may be issued, subject to compliance with the permitted use provisions and standards of this Official Plan and the implementing Zoning By-law, for the erection of a building or structure provided the adequacy of the proposed method of water supply and sanitary sewage disposal is demonstrated to the satisfaction of the Town of Collingwood.

3.7.3 Infilling

While it is expected that major forms of development will occur on full municipal services, infilling may be permitted within areas designated for the proposed use on the basis of private or partial servicing systems, in accordance with the relevant policies of this Plan and the following:

1. The land holding will not be capable of being developed into more than two building lots (one existing and one proposed),
2. The adequacy of the proposed water and sanitary sewage disposal systems shall be demonstrated to the satisfaction of the Town of Collingwood,

3. Direct access to arterial roads, particularly County roads and Provincial Highway 26, shall be discouraged and only considered where alternative access to a collector or local road is not available; and
4. The resulting lots shall each have frontage and access onto an open public road which meets minimum municipal standards.

Any development, beyond the scope of that specifically addressed above, shall be considered as major development and shall only be permitted to occur on full municipal services.

3.8 URBAN DESIGN STANDARDS

3.8.1 Goals

1. To ensure the development of high quality urban form and public open spaces in keeping with the direction of the Places to Grow, Growth Plan for the Golden Horseshoe.
2. To direct new development to fulfill the community's vision (as expressed in this Official Plan and other Plans and initiatives, Council policies, and past community participation and visioning processes) and build upon its existing assets including primarily the waterfront and the downtown core.
3. To ensure that new development adds to the community's health, livability and function by requiring that specific characteristics and performance standards are met.
4. To ensure that new development incorporates barrier-free design to facilitate accessibility for persons with disabilities and the elderly.
5. To protect the health of the natural environment by reducing the environmental impacts associated with new development and making enhancements where feasible.
6. To improve community engagement, understanding of regulations, and streamline the development application review process, by creating design standards that effectively and efficiently communicate the requirements to stakeholders.

3.8.2 Objectives

While accommodating an array of urban land uses, the Town of Collingwood still retains its small town character and natural landscape. The following objectives should be utilized in assessing new development proposals including plans of subdivision and condominium, or public works and other major development proposals.

1. Maintenance of existing topography, vegetation and grades shall be encouraged within the constraints of sound engineering practice. Additional landscaping shall generally be required to ensure an appropriate percentage of tree canopy.

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

3.9 NATURAL HAZARDS

There are four (4) major river systems within the Town of Collingwood that are susceptible to flooding. From west to east, these are: Silver Creek, Black Ash Creek, the Pretty River and the Batteaux River. Each of these watercourses, as well as the Nottawasaga Bay shoreline, are susceptible to flooding and, hence, pose a potential threat to property and the health and safety of the public. To minimize this threat, the One-Zone Concept shall apply to lands susceptible to flooding in the vicinity of Silver Creek, Black Ash Creek, Batteaux River and several other smaller river systems recognized by the Nottawasaga Valley Conservation Authority and Grey Sauble Conservation Authority and the provisions of section 4.1.3.10.2 shall apply.

3.9.1 General Objectives

1. Planning and development decisions shall protect, improve or restore the quality and quantity of water and related resources where possible on an integrated watershed management basis.
2. Development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features and their related hydrologic functions will be protected, improved or restored.
3. Development shall occur in a manner that will protect property and the health and safety of the public from natural hazards such as flooding and erosion. Flood plain management shall occur on a watershed management basis giving due consideration to the upstream, downstream and cumulative effects of the development.

3.9.2 Stormwater Management

It is an objective of the municipality to minimize the volume and maximize the quality of surface drainage from new development. Consequently, run-off from individual development sites is to be minimized and the impact of any proposed development on local and area-wide drainage patterns is to be identified. All applications for major development, which includes all plans of subdivision and condominium, industrial, commercial, or institutional development and major public works, shall be accompanied by a Stormwater Management (SWM) Report, and all applications for the creation of more than five (5) new lots by consent shall be accompanied by a SWM Report in circumstances where such a study is deemed necessary by the Town. The SWM report shall be prepared by a qualified professional, to the satisfaction of the Town of Collingwood, Nottawasaga Valley Conservation Authority and/or Grey Sauble Conservation Authority, Ministry of the Environment, County of Simcoe, and the Ministry of Transportation when appropriate and shall be developed in a manner which ensures:

1. A stormwater management system that adheres to the storm water best practices as deemed necessary by the Town of Collingwood and appropriate agencies.
2. A stormwater quality system that meets the levels of protection established by the Town of Collingwood, and appropriate agencies.
3. A storm water quantity system that ensures post-development runoff rates are no greater than pre-development runoff rates.
4. A stormwater management system that identifies and minimizes the impacts of development on watershed flow regimes including the relationship between groundwater, infiltration, discharge and inflow.
5. A stormwater management system that promotes the use of centralized facilities, wherever practical.
6. A stormwater management system that locates facilities, such as detention ponds, outside defined 1:100 year floodplains.
7. A stormwater management system that encourages the retention of existing tree cover or natural heritage features, and maximizes the provision of significant grassed and natural areas to facilitate the absorption of surface water into the ground.
8. A stormwater management system shall provide for the protection of fish habitat and the maintenance of natural heritage systems.
9. A stormwater management system, which, although encouraging the use of storm sewers, may enable other methods of directing stormwater flows in those circumstances where the provision of storm sewers may be a disadvantage to the natural environment.

3.9.3 Development within Flood Prone Areas Two-Zone Concept (Pretty River)

Floodplain Management

The Two-Zone Concept is a planning approach, which provides for the occurrence of development in accordance with the underlying land use designation, between the 1:100 Year Storm flood line and Regional Storm flood line subject to flood proofing.

It is the intent of the Town of Collingwood and the Nottawasaga Valley Conservation Authority to prevent loss of life and to minimize property damage and social disruption on flood-prone lands adjacent to the Pretty River in the event of a regulatory flood. To achieve this objective, all development proposals, including but not limited to plans of subdivision/condominium and major public works projects, shall adhere to the following policies:

- a) The floodplain associated with the Pretty River shall consist of two zones: the floodway and the flood-fringe. The floodway is generally defined as those lands located below the defined 1:100 Year flood level and the flood-fringe is defined as those lands located between the 1:100 Year flood level and the Regional Storm flood level.
- b) Subject to compliance with the stricter use provisions of Section 4.1.3.12, land uses permitted within the floodway are restricted to structural works used for flood and erosion/sediment control. The Town of Collingwood and the Nottawasaga Valley Conservation Authority shall approve such uses.
- c) Subject to compliance with stricter use provisions of Section 4.1.3.12, land uses permitted within the flood-fringe include: residential, commercial, industrial, institutional, agricultural and open space/recreational uses.
- d) Land uses permitted within the flood-fringe shall be subject to the following standards:

All major development permitted within the flood-fringe shall be subject to site plan control and/or the provisions of a subdivision agreement.

All uses shall be flood-proofed to the regulatory flood standard (*Timmins Storm Flood Level*). All uses shall ensure that upstream/downstream lands will not be adversely affected. Any draft plan of subdivision or any major development requiring site plan approval shall be accompanied by a cumulative impact analysis. The impact analysis shall identify the potential impacts on the hydraulics of the Pretty River floodplain and establish the precise areas available for development. The Nottawasaga Valley Conservation Authority, in consultation with the Town, may determine that an analysis is not required for minor development proposals.

The Nottawasaga Valley Conservation Authority and the Town of Collingwood shall approve all uses. As a condition of draft plan/site plan approval a qualified professional to the satisfaction of the Town of Collingwood and the Nottawasaga Valley Conservation Authority shall prepare an Ecological Restoration Plan (ERP). In general, the ERP will identify the

areas within the Pretty River Corridor that require protection and the areas that require enhancement or restoration. Enhancement may involve techniques such as the introduction of indigenous tree and shrub species and riverbank stabilization. The ecological restoration plan shall apply to those lands located within 30 metres of the stable top-of-bank of the Pretty River or those lands within the 1:100 Year floodplain, whichever is greater.

- e) The number and location of residential units provided in the flood -fringe will be dictated by the floodplain analysis approved by the Nottawasaga Valley Conservation Authority and the Town of Collingwood.
- f) The floodway has been designated Environmental Protection Areas on Schedule A to this Plan. The flood-fringe, which is identified by the *Pretty River Flood Fringe*¹ boundary classification on Schedule A, has been designated for existing or intended land uses. The policies of Section 4.8(a) above shall apply to land use designations within the Pretty River Flood Fringe. Any remnant flood-fringe area that is not technically suitable for development shall be placed in a restrictive zone category, in the implementing Zoning By-law.

Existing Uses and Minor Development in Pretty River Flood-Fringe

Minor development may be permitted within the Pretty River flood-fringe without fulfilling all of the identified criteria provided a permit is obtained from the Nottawasaga Valley Conservation Authority (NVCA).

For the purposes of this Plan, minor development is defined as the construction or reconstruction of a single-detached dwelling, the construction of a residential, commercial or industrial accessory structure or addition. Both dry and wet flood proofing techniques will be applied to minor development proposals to the regulatory flood standard.

Pretty River Building Setbacks

All development, including storm water management facilities shall be set back a minimum of 30 metres from the stable top of the bank of the Pretty River or shall be located outside the 1:100 Year floodplains, whichever is greater.

3.9.4 Black Ash Creek Subwatershed

The Nottawasaga Valley Conservation Authority has completed a comprehensive sub-watershed plan for the Black Ash Creek designed to identify and protect significant natural features and functions as well as natural hazards. The recommendations of the sub-watershed plan have been incorporated into this Official Plan thereby supplementing this Plan's environmental protection criteria through refinements to the location of natural

¹ *NOTE: The limits of the Pretty River Flood Fringe boundary classification on Schedule A derive from the Pretty River Flood Hazard Delineation Study prepared by the Nottawasaga River Conservation Authority with the assistance of Stantec Consulting Limited in December 1998. The floodline was determined on the basis of a model which assumed a "Maintained Condition" (i.e., harvested vegetation within the Pretty River dykes (channel)). If the channel is not maintained, and becomes overgrown the extent of the flood-fringe area (i.e., the area susceptible to flooding) could increase, in which case reference should be made directly to the NVCA study to establish the precise location of the flood-fringe boundary classification during the consideration of future development applications.*

heritage resource areas delineated on Schedules A and B, and the inclusion of the following storm water management polices to guide future development.

The preparation of a Functional Servicing Plan (FSP) shall be required in conjunction with all future development submissions (draft plan of subdivision/condominium or site plan applications) within the Black Ash Creek sub-watershed as delineated on Schedule B. The issues to be addressed and the complexity of an FSP will vary with the scale and type of development and shall be determined on a site-by-site basis in pre-consultation with the Nottawasaga Valley Conservation Authority and the Town of Collingwood prior to the FSP proceeding. In the case of private development proposals, the developer shall finance the study.

The FSP will produce recommendations on measures to protect, enhance and restore natural features within the sub-watershed in the context of new urban growth. The FSP shall also address any other servicing requirements of the municipality with respect to the provision of water and sewage disposal facilities, grading and storm water management. Each FSP shall incorporate the findings/recommendations of any Environmental Impact Statements (EIS's) undertaken in relation to identified Category 1 or 2 Environmental Protection - Natural Heritage Resource Areas, in this way facilitating the integration of new development with the natural system.

Where it is demonstrated through a Functional Servicing Report (FSP), approved by the Town of Collingwood and the Nottawasaga Valley Conservation Authority, that development can occur in accordance with the development principles advanced by the Black Ash Creek Sub watershed Study; it may proceed on the basis of the land use designations delineated on Schedule A.

3.10 CONSERVATION AUTHORITIES

The Town of Collingwood shall consult with either the Nottawasaga Valley Conservation Authority or the Grey Sauble Conservation Authority, who function as the Town's technical advisors, during the review and approval of a variety of applications for development in lands that are determined to have Natural Heritage and/or Natural Hazard Features.

In addition to other relevant approvals, all development within the areas regulated under the Conservation Authorities Act shall be subject to the permit process administered by either the Nottawasaga Valley Conservation Authority or the Grey Sauble Conservation Authority. The regulated areas which are shown on maps available at the Town offices include lands that are:

1. Adjacent or close to the shoreline of the Great Lakes-St. Lawrence River System;
2. Adjacent to or close to river or stream valleys that have depressional features associated with them, whether or not they contain a watercourse;
3. Hazardous lands;
4. Wetlands; or

5. Other areas where development could interfere with the hydrological function of a wetland.

3.11 WASTE DISPOSAL SITES AND ASSESSMENT AREAS

NON DECISION 5

Appeal No. 2

The Waste Disposal Assessment Areas boundary classification on Schedule A identifies lands in the vicinity of open and closed solid waste disposal sites where the environmental conditions caused by the waste disposal operation has the potential to negatively influence future land use activities. Within these areas development may be permitted in conformity with the underlying land use designations indicated on Schedule "A" and the following policies:

- ~~1. Written approval is received from the County of Simcoe that the proposed development satisfies the provisions of the Environmental Protection Act.~~

1. *There is one active waste disposal site and seven inactive waste disposal sites in the Town as shown on Schedule A. Four are located within the urban area of the Town and have no assessment area around them due to the inactive nature and the age of the sites. Three of the inactive sites and the active site have assessment areas around them.*

The development of new uses or new or enlarged buildings or structures within an assessment area of approximately 500 metres from the property boundary of the active site and three of the inactive sites as shown on Schedule A, or on the site of the four inactive sites within the built up area, may be permitted, provided an study is completed to determine:

- a) *the impact of any methane gas migration;*
- b) *whether the proposed use will be adversely affected by noise, odour, dust or other nuisance factors from the waste disposal site;*
- c) *potential traffic impacts;*
- d) *whether the proposed use will be adversely affected by ground and surface water contamination by leachate migrating from the waste disposal site; and*
- e) *the impact of the proposed use on leachate migration from the landfill site.*

The assessment is intended to address these matters and other items outlined in the Province's Guideline D-4, April 1994, or its successor as required to ensure that the proposed land uses are compatible in nature and do not adversely impact on each other. The 500 metre distance may be increased in the event the proposed use is a large water user or has other potential impacts not anticipated within the 500 metres.

- ~~2. Studies have been completed to the satisfaction of the Town of Collingwood and the County of Simcoe demonstrating that the proposed development is compatible with the existing or previous waste disposal use in relation to potential ground and surface water, noise, odour, dust, traffic, methane gas migration or other impacts, and can safely take place.~~

The studies required to support a development application within the assessment area or on a site shall be based on the type and/or scale of the development proposed or the studies may be waived as appropriate. The County and the Town shall, in a timely manner, provide the proponent with all information and studies within their possession relevant to the assessment to be completed provided same are not documents that would otherwise be excluded from disclosure by solicitor/client privilege or pursuant to the Municipal Freedom of Information and Protection of Privacy Act. The nature of the required studies and their scope shall be determined in consultation with the County of Simcoe for County owned sites, and with the Ministry of the Environment for private sites, at the time the development is proposed.

- ~~3. A qualified engineer in accordance with Ministry of Environment Guideline D4 shall undertake analyses involving the study of ground and surface water contamination.~~

NON DECISION 6

3. *All lands within the assessment area shall be subject to a Holding provision in the implementing zoning by-law. The lifting of a Holding provision permitting the development of any new use, or new or enlarged buildings or structures within the assessment area shall not occur until Council is satisfied that all the studies required by the Town and County have been completed and implemented. The Holding provision shall only be lifted as it relates to the specific use, building or structure proposed. Further study will be required for additional uses, buildings or structures on the property. The boundary of the Hold zone shall include all properties that are within the 500 metre assessment area. All closed County landfill sites will be zoned within the open space category with an assessment area around them.*

4. ~~Where problems are identified, development shall be phased to coincide with the implementation of required methods of remediation.~~
For all Planning Act applications to permit a proposed use or structure, appropriate studies dealing with the matters set out above shall be submitted for consideration of the Council and the appropriate review agency.

Where the study completed in accordance with Guideline D4 indicates

that implementation measures are necessary, the proposed development shall be subject to site plan control to ensure the implementation of such measures.

- 5. *Studies have been completed to the satisfaction of the Town of Collingwood and the County of Simcoe demonstrating the structural integrity and safety of all proposed buildings and structures. Notwithstanding the land use designations on Schedule A, residential development shall not be permitted in areas identified to contain organic or chemical waste. Furthermore, notwithstanding the land use designations on Schedule A, in Waste Disposal Assessment Areas only land uses compatible with the existing or former waste disposal operation and/or which can be safely located through proper engineering controls shall be permitted, which may necessitate an amendment to this Official Plan.***

3.12 ENERGY EFFICIENCY, AIR QUALITY AND CLIMATE CHANGE ADAPTATION

3.12.1 Goals

1. The Town of Collingwood shall support energy efficiency, improved air quality and climate change adaptation through land use and development patterns which:
 - Promote compact and mixed use development;
 - Promote active transportation and the use of public transit;
 - Promote design and orientation which maximizes the use of alternative or renewable energy, such as solar and wind energy, and the mitigating effects of existing or new vegetation; and,
 - Promote development which includes flexibility and capacity to address potential climate change impacts, including extreme weather events
2. Alternative energy systems and renewable energy systems shall be encouraged and permitted in appropriate locations in accordance with provincial and federal requirements. A Zoning By-law Amendment may be approved to manage the size and scale of such alternative energy systems, including but not limited to restrictions on height, setbacks, system capacity and need for site plan approval.

3.13 ATTENUATION OF NOISE, VIBRATION, ODOUR AND NOXIOUS EMISSIONS

3.13.1 General

Where development is proposed which may adversely affect existing uses or be adversely affected by existing uses, the development application shall, when deemed necessary by the Ministry of Environment, County of Simcoe, Town of Collingwood and/or other responsible approval authority, be accompanied by a feasibility study that assesses the impacts of odour, noise, vibration, particulate or other emissions in accordance with the relevant Provincial regulations and/or guidelines. Some uses, (e.g. residential, institutional, recreational, commercial) may be sensitive to the odour, noise, vibration or other emissions associated with facilities such as major roads, railway corridors, various

types of industry and sewage treatment facilities. The feasibility study shall be prepared to the satisfaction of the Town of Collingwood and/or other responsible approval authority and shall include recommendations on how impacts can be mitigated. The approval of a development proposal, where appropriate, shall be subject to appropriate separation distances between conflicting land uses and/or other mitigation recommendations.

Major facilities, such as utility and transportation facilities and corridors, airports, sewage treatment facilities, waste management facilities industrial and manufacturing operations shall be appropriately designed, buffered, and/or separated from each other in accordance with Provincial standards and guidelines to prevent adverse effects from odour, noise, vibration, and other contaminants.

3.13.2 Rail Corridors

The Barrie – Collingwood Railway (BCRY) is no longer active within the Town of Collingwood. The corridor is being maintained as a railway right-of-way through Clearview and Essa Townships and therefore appropriate mitigation and attenuation measures as set out in the County of Simcoe Official Plan will still be required in these areas.

The former rail corridor through Collingwood shall be maintained for infrastructure and active transportation purposes.

3.14 WELLHEAD PROTECTION AREAS

Development within Wellhead Protection Areas, shown on Schedule 'A', shall be restricted in a manner which ensures the sustained integrity of the municipal drinking water supply, the groundwater resources and its hydrologic function; and shall be subject to the following specific policies:

1. Notwithstanding the uses permitted by the underlying land use designations, shown on the Schedule 'A' to this Plan, the following uses which have been identified by the County of Simcoe as being incompatible with Wellhead Protection Areas shall be prohibited in the implementing Zoning By-law:
 - i) Storage, except by an individual for personal or family use, of:
 - petroleum fuels
 - petroleum solvents and chlorinated solvents
 - organic solvents
 - pesticides, herbicides and fungicides
 - construction equipment
 - inorganic fertilizers and agricultural waste
 - livestock waste
 - road salt, and
 - contaminants listed in Schedule 3 (Severely Toxic Contaminants) to Regulation 347 of the Revised Regulations of Ontario, 1990;
 - ii) Generation and storage of hazardous waste or liquid industrial waste;

- iii) Waste disposal sites and facilities, organic soil conditioning sites and storage and disposal facilities.
- 2. Notwithstanding the uses permitted by the underlying land use designation shown on the Schedule 'A' to this Plan, all future land uses, may only be permitted within the indicated Wellhead Protection Areas if the applicant demonstrates to the satisfaction of the County of Simcoe and the Town that the proposed use activity will have no negative impact on the groundwater associated with the indicated Wellhead Protection Area. In such cases, a site specific rezoning will be considered by the Council and a risk assessment shall be completed and implemented in accordance with County of Simcoe Guidelines.
- 3. Future Wellhead Protection Areas, identified by an appropriate agency, such as the County of Simcoe or the Ministry of Environment, shall be implemented by an amendment to this plan and an amendment to the implementing Zoning By-law.
- 4. Legally existing uses which are located within the Wellhead Protection Areas, but which are prohibited by the provisions of the Zoning By-law implementing these Wellhead Protection Policies and/or are in conflict with the provisions of this section of the Town's Official Plan, may be permitted to expand subject to the policies of this Official Plan and the provisions of the implementing Zoning By-law. Such uses shall be encouraged to undertake measures which would protect groundwater in the Wellhead Protection Area.

3.15 WAYSIDE PITS AND QUARRIES AND PORTABLE ASPHALT PLANTS

Wayside pits and quarries and portable asphalt plants used on public authority contracts will be permitted in any land use designations on Schedule 'A' – Land Use Plan without requiring an amendment to this Plan, rezoning or development permit under the Planning Act. When reviewing an application for such a feature, the Town shall consider the following:

- a) the site is not designated Environmental Protection on Schedule A of this Plan;
- b) the use is in keeping with Provincial legislation, policies and appropriate guidelines; and
- c) the proponent mitigates potential negative impacts of the extracts and/or operations on surrounding and/or sensitive land uses.

3.16 POTENTIALLY CONTAMINATED SITES

- 3.16.1 For the purpose of this Plan, potentially contaminated sites include lands, buildings and/or structures where it is reasonable to suspect that substances, either individually or collectively, are present which may pose a danger to public health, safety and/or the environment.
- 3.16.2 Development applications on a potentially contaminated site shall not be approved until the site has been assessed and/or remediate in a manner consistent with federal and provincial legislation, policies and appropriate guidelines and the policies of this Plan.

Accordingly, at the time of submission, the proponent of development of a potentially contaminated site shall be required to demonstrate that development is feasible having regard to the other provisions of this Plan and the following:

- a) when the planning application involves the division of land for residential purposes or lands associated with a former industrial or commercial use, the Town shall require the proponent to follow the environmental site assessment process outlined in policy 3.19.3; and
- b) when the planning application involves anything other than that outlined in (a) above, the Town may require the proponent to follow the environmental site assessment process outlined in policy 3.19.3 where there is a reasonable expectation that the site may be contaminated.

3.16.3 When an environmental site assessment is required by this Plan, it shall be prepared by a qualified professional having regard to federal and provincial legislation, policies and appropriate guidelines. The process of preparing an environmental site assessment may involve as many as four phases, which are summarized as follows:

- a) a Phase I site assessment where the proponent is required to gather information to identify actual or potential contamination related to current or historical land use of the site;
- b) a Phase II sampling and analysis where the proponent is required to confirm and delineate the presence or absence of contamination found or suspected from the Phase 1 site assessment;
- c) a Phase III site clean-up where the proponent is required to:
 - i) stage 1 – develop a Remediation Action Plan; and
 - ii) stage 2 – implement the Remedial Action Plan to clean up or remediate the contamination found on the property to federal and/or provincial policies and guidelines; and
- d) a Phase IV verification and documentation of the clean-up.

3.16.4 When an environmental site assessment is completed, it shall be reviewed as follows:

- a) if a Phase I environmental site assessment does not find or suspect contamination, the qualified professional who prepared the report shall be required to sign and submit a statement to the Town confirming that no further environmental site assessment is required prior to the scheduling of a public meeting under the Planning Act; or
- b) if a Phase I environmental site assessment finds or suspects contamination, the proponent shall be required to prepare a Phase II environmental site assessment and if it concludes that a Phase III environmental site assessment

- c) is not required, the qualified professional who prepared the report shall be required to:
 - i) sign and submit a statement to the Town confirming that no further environmental site assessment is required; and
 - ii) submit the environmental site assessment to the Town for review and, where appropriate, concurrence by an independent peer reviewer prior to the scheduling of a public meeting under the Planning Act; or
- d) if a Phase II environmental site assessment confirms the need for a Phase III environmental site assessment, the proponent shall be required to prepare a Phase III stage 1 Remedial Action Plan. The Phase III stage 1 remedial Action Plan shall be prepared by a qualified professional and submitted for review by the Town and concurrence by an independent peer reviewer prior to the approval of the planning application; and
- e) when a Phase III stage 2 environmental site assessment and Phase IV environmental site assessment are completed, the qualified professional who completed the environmental site assessment shall:
 - i) sign and submit a statement to the Town confirming that the site is suitable for the proposed development; and
 - ii) submit all documentation covering implementation to the Town for review and concurrence by an independent peer reviewer prior to the issuance of the building permit.

3.16.5 Where an independent peer review is required in accordance with policy 3.19.4, the proponent shall be required to pay for the review.”

3.17 REDESIGNATION OF INDUSTRIAL LANDS

It is a policy of this Plan that applications for re-designation of Industrial and/or employment lands to another land use category may only be permitted after confirmation that the Municipal Comprehensive Review completed in 2007 is still relevant.

If required, a further Municipal Comprehensive Review shall demonstrate that:

- that there is a need for the conversion.
- the land is not required for employment purposes over the long term;
- the municipality will meet the employment forecasts allocated pursuant to the Growth Plan;
- the redesignation will not adversely affect the overall viability of the existing or potential employment area, and achievement of the intensification, density targets and other policies of the Growth Plan;
- there is existing or planned infrastructure to accommodate the proposed conversion;
- the re-designation respects natural features, buffers and open space corridors which
- may define land use categories; and,

- cross-jurisdictional issues have been considered.

In addition, the application for re-designation and/or Comprehensive Review shall determine whether the proposed land use conversion will impact any of the following Town services:

- allocation of sewer and water capacity for the subject area;
- transportation and transit infrastructure;
- stormwater management;
- the demand for parkland and recreational facilities including trails and walkways.

4.0 LAND USE DESIGNATIONS

4.1 ENVIRONMENTAL PROTECTION*

The lands in Collingwood warranting protection due to their environmental importance are designated Environmental Protection Areas on Schedule A and also shown in greater detail on Schedule B entitled Environmental Protection - Natural Heritage Resource Areas.

The Environmental Protection Areas classification on Schedule A includes lands unsuited for development due to inherent natural hazards such as susceptibility to flooding or erosion, poor drainage, organic soils or steep slopes. This designation has also been utilized to provide an added level of protection to the Town's most significant (Category 1 on Schedule B) natural heritage features such as Provincially significant wetlands.

The Environmental Protection - Natural Heritage Resource Areas classification on Schedule B identifies lands warranting varying levels of protection due to their environmental importance. The natural heritage features identified on Schedule B include Provincially significant wetland, valley lands, woodland, and fish and nursery habitats. These areas fall into two categories:

- Category 1 lands are lands where development is prohibited. Category 1 lands are included within the Environmental Protection Areas designation on Schedule A in order to provide a heightened level of protection to Collingwood's most sensitive natural resources. Category 1 lands, by virtue of their significant functions, attributes and linkages, are those considered to make the greatest contribution to the natural heritage system of the Town of Collingwood and include, for example, Provincially-significant wetlands, major river valleys, fish habitat located within significant valley-lands and primary woodlands encompassing in excess of 4 hectares (9.9 acres) that are more than 75 years old, and
- The Category 2 classification encompasses locally significant wetlands, younger woodland encompassing an area in excess of 10 hectares (25 acres), and/or fish habitat located outside significant valley-lands. Category 2 lands are where limited forms of development, in accordance with the land use designations on Schedule A, may be possible subject to the findings of an Environmental Impact Statement (EIS).

The goals, objectives and policies within this Section describe the general principles to be considered in regulating land uses within identified natural hazard land areas included within the Environmental Protection Areas designation on Schedule A. The additional criteria to be considered in regulating land uses within Environmental Protection - Natural Heritage Resource Areas designation on Schedule B also follow.

4.1.1 Goals

1. To preserve and enhance the quality of the natural environment by establishing development guidelines and policies which implement the *Greenlands* objectives of the County of Simcoe Official Plan and which minimize land use conflicts within environmentally sensitive areas.
2. To ensure the health and safety of area residents by preventing the loss of life and minimizing property damage due to flooding.
3. To preserve and enhance natural heritage features and areas (Greenlands) deemed to have Provincial or regional significance by establishing development guidelines and policies in relation to locally significant environmental features.

4.1.2 Objectives

1. To protect the ecological features and functions recognized by the Greenlands system in the County Plan.
2. To ensure that land use planning decisions contribute to the preservation, conservation and enhancement of water quality and related resources on a watershed and sub-watershed management basis.
3. To maintain and, where possible, enhance surface and groundwater resources in sufficient quantity and quality to permit existing and future uses on a sustainable basis.
4. To ensure sufficient lands are set aside in proximity to the four major river valleys, Pretty River, Black Ash Creek, Silver Creek and Batteaux River, to allow for the construction of any necessary remedial works.
5. To encourage public ownership of major river valleys and/or public easements as a means of preventing their fragmentation and ensuring their long-term environmental function as well as their accessibility for educational/recreational use.
6. To protect and enhance the valleylands and cold water fish habitat of Black Ash Creek, Silver Creek and Pretty and Batteaux Rivers and Provincially and locally-significant wetlands and woodlands.
7. To prevent development and/or site alteration on lands adjacent to and within Class 1, 2 or 3 wetlands, the habitat of threatened or endangered species, fish habitat, significant woodlands, significant valley lands, significant wildlife habitat or hazardous lands pending the completion of an *Environmental Impact Study* which demonstrates that the proposed methods of premeditating any potential impacts on these and/or cultural

heritage features are satisfactory to the regulatory agencies responsible for such resources.

8. To protect natural heritage features deemed to be of local significance, which may also contribute to the long-term viability of Provincially or regionally significant resources.
9. To prevent development and site alteration until significant archeological resources have been conserved by removal and documentation or preservation on the site.
10. To prevent the occurrence of development on lands having inherent environmental hazards such as poor drainage, inundation, flooding, erosion, steep slopes or any other physical conditions which could endanger life or property.
11. To ensure that any existing or potential adverse impacts of one land use upon another are adequately investigated and mitigated as a prelude to new development, and that appropriate measures are taken to minimize or eliminate these impacts and/or afford protection against them.
12. To correct all existing and potential sources of pollution by applying the standards established by the Province of Ontario, Town of Collingwood or any other body having jurisdiction.
13. To provide for select development on the basis of the Two-Zone floodplain management concept and within those built-up parts of the community susceptible to flooding.
14. To minimize potential environmental impacts in shoreline areas through zoning and other appropriate development control measures.

4.1.3 Policies

4.1.3.1 Permitted Uses

The uses permitted within the Environmental Protection Areas shown on Schedule A, may include conservation uses, fish and wildlife management, public/private road, public/private utility, public parks, pedestrian (walking/jogging/ bicycling/cross-country skiing) trails, accessory parking lots or other similar passive recreational uses. Only those buildings and structures required for purposes of flood control or as accessory uses to public recreation shall be permitted.

Within the Category 1 Environmental Protection – Natural Heritage Resource Areas on Schedule B the uses permitted shall be further limited and no development or site alteration, except for public works/uses required for flood or erosion control or passive public recreation (e.g. trails), or public/private road, or public/private utility shall be permitted.

Criteria for the development of Adjacent Lands, and Category 2 Natural Heritage Resource Areas are found in Section 4.13.12.

4.1.3.2 Parking Facilities

Except within Category 1 Environmental Protection – Natural Heritage Resource Areas on Schedule B, parking areas may be established as accessory to public recreational or conservation uses. Access to such parking areas shall be designed to minimize the danger to vehicular and pedestrian traffic.

4.1.3.3 Boundaries

The boundaries of the Environmental Protection Areas classification shown on Schedules A and B have been conceptually delineated. It is the intent of this Plan that their precise locations be determined in consultation with the Nottawasaga Valley Conservation Authority at the time of the consideration of specific development applications.

When major development is proposed adjacent to Nottawasaga Bay or a watercourse, and detailed engineered floodline mapping is not available, the proponent shall undertake a floodplain analysis at their expense, and to the satisfaction of the Town of Collingwood and the Nottawasaga Valley Conservation Authority to establish the precise location of the regulatory floodline. This shall form one component of the Environmental Impact Statement (EIS) in determining the precise boundaries of the Environmental Protection Area.

An amendment to this Plan shall not be required to make minor modifications to the boundaries of the Environmental Protection Areas classification provided the overall intent of the Plan is maintained. However, an amendment shall be required to Schedule A, when a boundary modification to a Category 1 natural heritage resource area is deemed to constitute a major change.

4.1.3.4 Detailed Delineation

The Environmental Protection Areas classification shown on Schedules A and B are to be used only as a guide in preparing implementing zoning criteria and that appropriate setbacks from identified hazards (e.g. areas susceptible to flooding / erosion), engineered flood lines, the high water mark of any river, creek or shoreline, and the extent of environmental buffers, shall be established in the Zoning By-law in consultation with the mandated approval authority (Nottawasaga Valley Conservation Authority).

When more detailed mapping becomes available, it shall take precedence in the consideration of development applications, and Council shall amend the Official Plan and/or Zoning By-law to reflect the improved mapping.

4.1.3.5 Flood Control Works

Whenever a flood control or other work is undertaken that results in significant changes to an identified floodplain, modifications to the boundaries of the Environmental Protection Areas designation shall be incorporated onto Schedule A by an amendment to this Plan.

4.1.3.6 Development Approach

The establishment of any permitted use in the Environmental Protection Areas shown on Schedule A, shall only occur after the completion of an Environmental Impact Statement in accordance with the prescribed guidelines and approval by The Town of Collingwood in consultation with the Nottawasaga Conservation Authority. The EIS is first to identify and assess the potential impacts of development on the natural features and functions of the area, and second where development is concluded to be appropriate, to ensure its integration with the natural environment through sensitive design.

For the Environmental Protection Areas shown on Schedules A and B, public recreational uses including pedestrian trails shall be established in accordance with Section 5.3.9. Wherever possible, the theme of public open spaces, particularly those in the vicinity of Environmental Protection - Natural Heritage Resource Areas, shall be oriented toward the preservation of the natural environment as a recreational/educational resource for the benefit of area residents.

4.1.3.7 Building Setbacks

Building setbacks shall be imposed from Environmental Protection Areas shown on Schedule A relative to the extent and severity of the identified hazard or as specifically indicated in this Official Plan. In general, and subject to confirmation by the Nottawasaga Valley Conservation Authority, a minimum metres (98.4 feet) setback shall be required from the high-water mark or the top of bank of a watercourse, whichever is the greater.

4.1.3.8 Lands Under Private Ownership

It is essential that hazard or flood prone lands in the Environmental Protection Areas shown on Schedule A be protected from development to protect Collingwood's environmentally significant natural features and ecological functions and to facilitate where appropriate an effective system of municipal stormwater management. As such, an application for the re-designation of Environmental Protection Areas to permit development shall only be considered where it is established to the satisfaction of Council and the Nottawasaga Valley Conservation Authority, that:

- the remedial works to be undertaken to overcome the identified hazards will not transfer those hazards to other areas,
- the proposed methods by which the hazard(s) are to be overcome are consistent with accepted engineering techniques, resource management

- practices and the EIS Guidelines,
- the entire cost of the proposed remedial work will be borne by the proponent of the development,
- the EIS recognizes that natural changes have occurred which undermine the Area's value or sustainability and that the Area no longer merits designation.

There is no public obligation to re-designate any land if there is either an existing or potential hazard that would be difficult or excessively costly to overcome; or a natural feature deemed to have Provincial, County or local environmental significance.

Nothing in this Plan shall be construed to imply that Environmental Protection Areas are free and open to the general public, or that the Town, or any other public agency will purchase such areas.

4.1.3.9 Public Acquisition of Environmental Protection Areas

Where development is proposed on a site which includes lands designated Environmental Protection on Schedule A, such lands shall not necessarily be acceptable as part of a parkland dedication pursuant to the Planning Act. In circumstances where the acquisition of such lands is deemed in the public interest in order to ensure their long-term preservation and/or to facilitate the location of trail systems or other passive recreational uses, the Town may choose to encourage their conveyance to the municipality through the development approval process, land trusts, easements or any other means at Council's disposal, including density transfers.

Any and all Environmental Protection Areas that are dedicated to the municipality, shall be conveyed in satisfactory physical condition and if an open watercourse is involved the dedication shall provide sufficient land for proper maintenance to be carried out.

In that the public acquisition of all Environmental Protection – Natural Heritage Resource Areas is neither practical, possible, or desirable in view of potential maintenance and/or liability responsibilities, as an alternative, the Town may seek to ensure the area's long-term preservation through a public education program explaining the environmental importance of identified resources and ecological functions and appropriate management practices to area land owners.

4.1.3.10 Development within Flood-prone Areas

There are four major river systems that outlet to Nottawasaga Bay within the Town of Collingwood. From west to east, these are: Silver Creek, Black Ash Creek, the Pretty River and the Batteaux River. Each of these watercourses, as well as the Nottawasaga Bay shoreline, are susceptible to flooding and, hence, pose a potential threat to property and the health and safety of the general public. The following policies define the limitations to be imposed on development within these flood-prone areas.

4.1.3.10.1 Nottawasaga Bay Shoreline Management

The Nottawasaga Bay shore lands are susceptible to flooding and development on these lands is subject to the Regulatory Flood Standard. The Regulatory Flood Standard is defined as those lands located below the 1:100 Year flood elevation of 178.0 metres Geodetic Survey of Canada Datum (GSCD). These lands are classified as the Nottawasaga Bay floodplain and are designated Environmental Protection Areas on Schedule A. Development within the Nottawasaga Bay floodplain shall adhere to the following policies.

1. Permitted Uses

Notwithstanding the provisions of Section 4.1.3.1, existing uses and minor additions thereto and structures/facilities such as docks and boat houses, which by their nature must be located on or near shore lands shall also be permitted within the Nottawasaga Bay floodplain.

Permitted land uses shall require the approval of the Town of Collingwood in consultation with the Nottawasaga Valley Conservation Authority and the Ministry of Natural Resources.

2. Building Setbacks

Uses outside the Nottawasaga Bay floodplain shall be set back a minimum of 15 metres from the 1:100 Year flood elevation of 178.0 metres GSCD. An additional set back may be required to satisfy the Nottawasaga Valley Conservation Authority requirement for wave up rush protection.

3. Floodplain Boundaries

As the Environmental Protection Areas designation on Schedule A are conceptually delineated, it is intended that the 1:100 Year flood elevation of 178.0 metres GSCD be used as a guide in the preparation of the implementing Zoning By-law.

4.1.3.10.2 Riverine Floodplain Management – One Zone Concept

It is the intent of the Town of Collingwood and the Nottawasaga Valley Conservation Authority to prevent loss of life and to minimize property damage and social disruption in the event of a regulatory flood which is the greater of the Timmons Storm, the 1:100 year return period storm, or the flood actually experienced in the defined watershed. To achieve this objective, the One-Zone Concept shall apply to lands susceptible to flooding in the vicinity of Silver Creek, Black Ash Creek and Batteaux Rivers. The Pretty River shall be regulated by the two zone concept as noted in Section 3.8.

The One-Zone Concept is a planning approach whereby the entire floodplain, as defined by the regulatory flood standard, is treated as one unit and all development

within the floodplain is prohibited or controlled. With the exception of the Black Ash Creek Special Policy Area, the One-Zone Concept as defined by the regulatory flood shall regulate the Silver Creek, Black Ash Creek and Batteaux River floodplains. Development within these floodplains shall be subject to the following policies.

1. Prohibited Uses

Habitable buildings and structures shall not be permitted within the defined floodplains of Silver Creek, Black Ash Creek and the Batteaux River.

2. Permitted Uses

Notwithstanding the provisions of Section 4.1.3.1, existing uses and minor additions thereto, shall also be permitted, within the defined floodplains of Silver Creek, Black Ash Creek and the Batteaux River.

All permitted land uses shall require the approval of the Town of Collingwood in consultation with the Nottawasaga Valley Conservation Authority.

3. Floodplain Boundaries

Where floodplain and/or fill line mapping, such as that prepared for the Pretty River in December 1998, exists, it has been utilized as a basis for the delineation of the Environmental Protection Areas designation on Schedule A to this Plan. Where the extent of the regulatory floodplain is unknown, the Environmental Protection Areas designation has been conceptually delineated on Schedule A utilizing, as near as possible, the top of the bank of a particular watercourse.

4.1.3.11 Development in Association with Erosion Hazards

The precise determination of the erosion hazard limit will be based on a combined influence of:

- the toe erosion allowance,
- the stable slope allowance,
- the flooding hazard limit or meander belt allowance; and
- the erosion access allowance.

In making such a determination, the mandated approval authority(s) shall be guided by the appropriate manuals prepared by the Ministry of Natural Resources.

4.1.3.12 Additional Criteria, Schedule B – Natural Heritage Resource Areas

4.1.3.12.1 Category 1

The preservation of Category 1 Natural Heritage Resource Areas is a primary objective of this Official Plan and areas accommodating these natural features have been designated Environmental Protection Areas on Schedule A, and identified as Category 1 resources on Schedule B, to provide a heightened level of control over

future land use activity. No development or site alteration, except for public works/uses shall be permitted. An Environmental Impact Study (EIS) shall be completed prior to the development or site alteration for the public works/uses.

4.1.3.12.2 Category 1: Adjacent Lands

No development shall be permitted on adjacent lands located within 120 metres (394 feet) of *Category 1: Wetland* or within 50 metres of *Category 1: Valley land, Woodland or Fish/Nursery Habitat* unless the proposed methods of remediating the potential impacts of such development on the adjacent resources are satisfactory to the Town of Collingwood and the Nottawasaga Valley Conservation Authority. This shall be demonstrated through the preparation of an EIS.

4.1.3.12.3 Category 2: Development Prerequisites

The lands identified as Category 2 Environment Protection - Natural Heritage Resource Areas on Schedule B are also environmentally significant. Development in accordance with the land use designations on Schedule A, shall only be permitted on lands accommodating Category 2 resources and/or on adjacent lands located within 50 metres (164 feet) of Category 2: Woodland or Fish Habitat where the proposed methods of remediating any potential impacts are satisfactory to the Town of Collingwood and the Nottawasaga Valley Conservation Authority, as established through the preparation of an EIS.

The primary objective of an EIS is to first identify and assess the potential impacts of development on the natural features and functions of the area, and second, where development is concluded to be appropriate, to ensure its integration with the natural system through sensitive design.

Where it is established through an EIS, approved by the Town of Collingwood and/or other mandated approval authority, that development can occur within or adjacent to the Natural Heritage Resource Areas in accordance with sound management practices, it may proceed on the basis of the land use designations delineated on Schedule A.

4.1.3.12.4 Category 1 and 2 Woodland: Reclassification Prerequisites

Although the general intent of the Official Plan is to preserve Category 1 Woodlands, and to permit development in Category 2 that will have no negative impact, it is recognized that comprehensive on-site investigations may be undertaken of entire woodlands, utilizing refined assessment criteria and study techniques, that may reveal that all or part of a particular site is suitable for reclassification to Category 1 or Category 2 status.

Accordingly, the reclassification of Category 1 Woodland to Category 2 or a Category 2 Woodland to Category 1 status on Schedule B and the re-designation of

Category 1 Woodland from the Environmental Protection Areas classification on Schedule A, may only be considered when the results of an EIS reveal, to the satisfaction of the Town of Collingwood and the Nottawasaga Valley Conservation Authority, that such reclassification is justified.

The EIS shall be undertaken by a qualified professional, acceptable to the Town and the NVCA, and shall consider, determine and assess:

- the size, shape, age, structure, edge to interior ratio and vegetation species composition of the entire woodland,
- the health of the trees and past human disturbance/forest management practices,
- the wildlife function of the entire woodland (e.g. habitat for forest interior and/or area sensitive bird species; deer wintering habitat), and
- the relationship of the woodland to other nearby natural heritage features (e.g. proximity, connectivity, corridor function).

The reclassification of Category 1 Woodland may only occur by amendment to Schedule A of the Official Plan. In circumstances where Category 1 and Category 2 natural heritage resource areas on Schedule B overlap the policies applicable to the Category 1 resource shall apply.

4.1.3.12.5 Category 2 Woodland: Study Requirements

Where development is proposed in Category 2 Woodland, the proponent shall be required to prepare, as part of an EIS, an evaluation of the woodland's composition, a tree preservation plan and/or a landscape remediation plan, the latter focusing on principles of site naturalization. Such analysis shall be undertaken by a qualified professional acceptable to the Town and/or other mandated approval authority and shall identify:

- Trees and/or plant communities that should not be disturbed due to their unique characteristics and/or their importance as natural linkages between plant and animal habitats. Where available, policies/guidelines of the Province / County or Conservation Authority relative to woodlot preservation shall be utilized.
- Trees scheduled for removal and the rationale for their removal.
- Specifications for construction techniques that minimize the impact on the natural environment.

The Town of Collingwood may require the entering into of agreements to ensure the implementation of the preservation techniques described in the woodland evaluation study, tree preservation and/or landscape remediation plan.

The clearing of Category 2 Woodland may only proceed in accordance with the appropriate by-laws, which regulate the cutting, burning or removal of trees by any other means.

4.1.3.13 Environmental Buffers

Naturally vegetated buffers, generally extending a minimum of 30 metres (98.4 feet) from the edge of Category 1 and 2 Environmental Protection - Natural Heritage Resource Areas, shall be encouraged. The precise nature of the buffers and their dimensions shall be determined on a site-by-site basis through the findings of an EIS.

The naturally vegetated buffers to protect Category 1 and Category 2 resource areas may exceed the standard above and/or the building setbacks from identified natural hazards established in accordance with Section 4.1.3.7 for reasons of safety.

4.1.3.14 Environmental Monitoring

The Town of Collingwood, in consultation with the Nottawasaga Valley Conservation Authority and other agencies and organizations, shall encourage the establishment of environmental monitoring programs in order to measure the effectiveness of the environmental policies of this Official Plan. If deemed necessary, the Plan shall be appropriately updated as per Section 1.5.

4.1.3.15 Exceptions (OPA#20)**1. Part Lot 45, Concession 10**

Despite any policies of this Official Plan to the contrary, within the Environmental Protection Exception One (EP-1) designation, permitted uses are limited to conservation uses, fish and wildlife management uses, passive recreational uses including trails, and stormwater management facilities. Only those buildings and structures required for purposes of flood control shall be permitted.

The stormwater management facility shall be naturalized and integrated into the Environmental Protection area to the satisfaction of the Town of Collingwood.

The construction and naturalization of the stormwater management facility shall include the reforestation or enhancement of lands located between the site's southern property line and the Black Ash Trail to the satisfaction of the Town of Collingwood.

4.2 RECREATION

Within the Recreation designation, the predominant land use shall be for public recreation. Private outdoor and indoor recreation uses such as golf-courses, hockey rinks and recreational clubs operated on a commercial and/or private member basis also shall be permitted in strict accordance with the development policies/principles set out below. Public recreation areas will be expanded as development necessitates. The establishment of new private parks, as defined elsewhere in this Plan, shall require an amendment to this Official Plan.

In determining the preferred location for parkland particular care should be taken to ensure that significant open space areas are provided in the vicinity of medium and higher density residential uses and, wherever possible, school sites.

4.2.1 Goals

1. To maintain and enhance the quality of the living environment of the Town of Collingwood by ensuring that sufficient land is set aside for recreational purposes, by making the best use of the recreational facilities and natural features already existing and by providing the necessary facilities to meet the future needs of the residents of the community.
2. To enhance the recreational opportunities for the community's residents by coordinating the recreational resources of the Town with those in neighbouring municipalities.
3. To promote waterfront recreational opportunities.

4.2.2 Objectives

1. To provide parks at the neighbourhood, and community scale of development, both by direct acquisition, land dedication and/or payment in lieu of land.
2. To locate parks in a way that benefits the greatest number of people when new development is proposed, and to ensure that park areas generally adhere to the standards, set out in this Official Plan.
3. To continue to acquire property to enhance the existing system of pedestrian and multi-purpose trails serving major residential areas, public uses and providing access to the waterfront, and to coordinate regional improvements with neighbouring municipalities.
4. To develop interpretative and educational trails within environmentally-sensitive areas such as Cranberry Lake, Silver Creek and the harbour area.

5. To undertake the staged improvement of existing park facilities in accordance with the recommendations of the Recreation and Culture Master Plan and Waterfront Master Plan or updates thereto.
6. To place a particular emphasis on the continued improvement of the waterfront including the completion of a waterfront trail system and the provision of increased parking facilities particularly in relation to Harbourview Park, the Georgian Trail and the Central Pier.
7. To promote the greening/beautification of Collingwood through the preservation and/or rehabilitation of natural areas.
8. To encourage the Ministry of Natural Resources and/or the Nottawasaga Valley Conservation Authority to provide public easements along the Town's watercourses to provide linkages with the waterfront trail and the Georgian Trail.

4.2.3 Policies

4.2.3.1 Permitted Uses

The uses permitted within recreation areas shall include forestry and conservation uses, public uses, public and private parks exclusive of campgrounds or trailer parks and other public and/or private outdoor and indoor recreational uses and activities such as nature study and wildlife areas, picnicking areas, bathing areas, swimming pools, angling, botanical and zoological gardens, arenas, a multiple use recreation facility, golf courses, golf driving ranges, hockey and curling rinks and hiking, bicycling, jogging and cross-country skiing trails or other similar uses. In addition, uses accessory to a permitted recreation use shall be permitted including a residence for a caretaker or watchman, a clubhouse and restaurants to serve the use and needs of the recreational area.

4.2.3.2 Public Parks

4.2.3.2.1 Function

It is the intent of this Plan that public parks be designed to serve both Neighbourhood Parkland and Community Parkland functions. It is anticipated that public parks will vary in type from those involving outdoor sports and passive recreational activities to those oriented toward the preservation of the natural environment as a recreational/educational resource. A series of municipal pedestrian (walking/jogging/bicycling/cross-country skiing) trails will connect the parks which, in turn, will function as destinations for those individuals utilizing the pathways.

Sports-oriented community parks of sufficient size to accommodate multi-sports facilities for indoor and outdoor recreational uses such as baseball, soccer, hockey, swimming, shall be located anywhere a suitably sized, readily accessible parcel of

land is available. Neighbourhood parks should be situated within walking distance of the residents they are intended to serve.

4.2.3.2.2 Parkland Standards

In acquiring land for public parks, Council may be guided by the following definitions and standards.

1. Neighbourhood Parks

Neighbourhood parks are recreational spaces primarily located within areas of residential development and tend to serve the residents of that specific area. Uses common to neighbourhood parks include passive and active recreational uses such as playgrounds, tennis courts, outdoor ice rinks, shaded areas for sitting and relaxation and may include accessory uses such as parking lots.

The preferred size of a neighbourhood park is 2.83 ha to 3.24 ha (7 to 8 acres), but it should encompass no less than 1.82ha (4.5 acres). Neighbourhood parkland generally should be provided on the basis of no less than .81ha (2 acres) per 1,000 people.

2. Community Parks

Community parks are recreational spaces which, by reason of their location and size tend to serve the general population of the municipality. Uses common to community parks include passive and active recreational activities such as outdoor and indoor sports (baseball/soccer/hockey/swimming), multiple use recreation facility, picnic areas, botanical gardens, and natural areas of educational interest, as well as accessory uses such as parking lots, change rooms, washrooms, restaurants and other service facilities incidental to the primary recreational activity. The preferred size of a community park is 8.0 ha to 12.14 ha (20 to 30 acres). Community parkland generally should be provided on the basis of no less than 1.01 ha (2.5 acres) per 1,000 populations.

3. Waterfront Parks

Over a number of years the Town of Collingwood has acquired a number of parks along the waterfront of the community. While the primary purpose of these areas may not be active recreation, they add greatly to the diversity of recreation facilities, which can be enjoyed by the Town's residents. This Plan shall encourage the Town to continue to acquire linkages that will enhance the resident's ability to enjoy the waterfront and the growing waterfront trail network.

4. Other Recreational Uses

While public parkland definitions and standards provide a useful guideline in striving to address the basic recreational needs of a community, leisure activities tend to encompass a range of additional uses including historical exhibits, theatres, skiing, bowling, boating and golf, amongst others. It is intended that the future recreational

planning of the Town occur within the context of both the neighbourhood and community open space requirements of the municipality; and the broader recreational/leisure time needs of Collingwood's residents.

4.2.3.2.3 Parkland Acquisition Pursuant to the Planning Act

To ensure that adequate public open space is available to meet the recreational needs of the community, Council shall require the conveyance of up to a five percent (5%) parkland dedication in the case of new residential development and up to a two percent (2%) parkland dedication in the case of new commercial or industrial development. In addition, Council may accept a *cash-in-lieu* of parkland payment when deemed appropriate.

Any land dedicated for parkland purposes must be in a satisfactory physical condition and be located in a manner, which provides for its easy use by the general public. If the lands have been disturbed by the placement of fill, stripping of topsoil, removal of vegetation or any other undertaking, which disrupts the natural environment, the Town may require the land be restored to an appropriate condition before accepting the land dedication. Where proposed development abuts a body of water, Council shall endeavour to require that the lands dedicated for park purposes be located adjacent to the body of water.

Before accepting lands for park purposes, the municipality shall enter into an agreement with the development proponent dealing with such matters as the responsibility for grading, seeding, fencing, landscaping and for the installation of recreational, water supply and sanitary sewage disposal facilities.

4.2.3.2.4 Public Acquisition of Additional Parklands

Where it is deemed in the public interest to facilitate the location of trail systems or other recreational uses, the Town may choose to encourage the conveyance of land to the municipality in excess of those amounts available under the provisions of the Planning Act. The conveyance may take place as part of the development approval process, or via the establishment of land trusts, easements or any other means at Council's disposal, including density transfers.

4.2.3.3 Private Parks

Private parks shall adhere to the following policies in addition to all other applicable provisions of this Plan.

1. The establishment of new private parks shall only occur by amendment to the Official Plan and implementing Zoning By-law.
2. Buildings and structures accessory to a private park which may include administrative offices, a residence for a caretaker or watchman, a pro-shop, a refreshment booth or pavilion, dining and recreation facilities and a

clubhouse accessory to a golf course shall be permitted but only to service the clients or members of the principal recreational use.

4.2.3.4 Parking and Access

Adequate off-street parking areas shall be established in a manner complementary to the landscape features of a recreational area. Access points to parking areas and recreational areas shall be located in such a way that the external and internal road pattern provides for the adequate and safe movement of vehicular and pedestrian traffic. The needs of the physically-challenged shall be considered during the design phase of recreational areas.

4.2.3.5 Buffering

Adequate buffering shall be provided between recreational areas and adjacent land uses and roadways. Such buffers shall be located on lands designated for Recreation use (not on a public road right-of-way) and may include the provision of grass strips, screening, the planting of trees and shrubs and the location of a berm or fence of sufficient height to provide a visual barrier between the recreational use and adjacent land uses and roadways.

4.2.3.6 Unopened Public Road Rights-Of-Way

Existing unopened public road rights-of-way affording access to the waterfront should be maintained in public ownership in order to provide view corridors to Nottawasaga Bay and increased public access opportunities to parklands and the shoreline. Where appropriate, these rights-of-way shall be upgraded to facilitate interconnection with Collingwood's system of pedestrian trails and/or to improve pedestrian and/or vehicular access to recreational facilities, including boat-launching ramps.

4.2.3.7 Waterfront Master Plans

A Waterfront Master Plan was completed in 1991 and the Harbourlands Master Plan was completed in 1996. The plans offer improvement recommendations in relation to the Nottawasaga Bay shoreline between White's Bay Park and Sunset Point Park. It is the intent of this Official Plan that the recommendations of the master plans provide the basis for continuing shore land improvements as public funding becomes available and/or in conjunction with private development proposals.

4.2.3.8 Special Recreational Development Criteria

4.2.3.8.1 Notwithstanding the provisions of sub section 4.2.3.1 above, to the contrary

Uses permitted N. Pt. Lot 43. Concession X1 (780 Tenth Line) within the designated REC-1 area, an "equestrian facility" shall also be permitted. The equestrian facility shall be designed to minimize any negative impacts on the existing future surrounding land uses.

4.2.3.8.2 Former Incinerator Site (OPA#13)

The former incinerator site shall be zoned in a recreation category with permitted uses limited to those considered acceptable to the County of Simcoe and Ministry of the Environment. Development in proximity or on such sites shall be provided for in accordance with Section 3.12.

4.3 RESIDENTIAL (OPA#33)

Development Overview

The Residential designation provides for a variety of housing opportunities and associated uses, within a broad range of residential densities, in order to meet the Town's long-range housing needs and the complete community and compact urban form policies of the Places to Grow, Growth Plan for the Greater Golden Horseshoe.

Specifically, lands designated Residential and Rural Residential on Schedule A shall be used predominantly for a variety of residential uses, including low, medium and high density housing, and shall also include public and private nursing homes, senior citizen/retirement homes, group homes and crisis-care facilities. In addition, complementary uses which contribute to residential areas as complete neighbourhoods, shall also be permitted. These additional uses may include home occupations, local convenience commercial uses and community services such as schools, places of worship, parks and playgrounds.

Schedule 'F', Urban Structure and Schedule 'C', Residential Density Plan, show the lands within the Town that are intended to accommodate residential growth to 2031, including residential intensification areas. Schedule 'C' Residential Density Plan, also indicates specific dwelling types permitted and density ranges within the various density designations.

The designation of additional lands for residential uses and/or increases or decreases in permitted densities shall require an amendment to this Official Plan. Planning review requirements in this regard are provided under the Residential Impact Studies section of this Plan.

The general principles to be considered in the development of residential areas are set out in the following policies.

4.3.1 Goals and Objectives

Provincial and County Policies

1. To be consistent with the policy direction of the Provincial Policy Statement, Growth Plan for the Greater Golden Horseshoe, as amended, and the Simcoe County Official Plan,
- To achieve the population, employment and density targets assigned to the Town under the Growth Plan;
- To provide a hierarchy of desirable residential development opportunities on the basis of the availability and accessibility of municipal water, wastewater and transportation servicing, community infrastructure and other amenities - emphasizing intensification and redevelopment opportunities before consideration of other designated growth areas and designated Greenfields; *and*,

- To ensure that at a minimum 40% of residential growth is directed to areas within the Town's identified built boundary.

Complete Community

2. To recognize Collingwood's Growth Plan identification as a primary settlement area within the northwestern part of Simcoe County and support the Town's growth as a Complete Community.
- To achieve efficient and attractive compact urban form that is compatible with and enhances existing development;
 - To ensure that the design and configuration of residential development does not place undue financial burden on the municipality and reflects a comprehensive consideration of potential costs; and,
 - To ensure that development in designated greenfield areas only proceeds within the context of broader planning considerations and integration with the existing community.

Neighbourhoods

3. To create vibrant and viable neighbourhoods where basic needs for daily living can be accessed by residents using active and public transportation.
- To emphasize well connected, accessible and transit-supportive neighbourhoods with a sense of place and belonging as the primary building blocks for achieving complete communities;
 - To support a compatible mix of uses, including high quality public spaces and co-location of public service facilities, in appropriate locations to serve as community or neighbourhood hubs; and,
 - To establish a variety of opportunities for intensification and revitalization throughout the built-up area of the Town and in particular older neighbourhoods with existing infrastructure and proximity to existing services, amenities and convenience commercial uses.

People's Needs

4. To ensure residential development which is consistent with the demographic characteristics and socio-economic needs of the Town's present and future residents.
- To emphasize universal design principles for housing and neighbourhoods to ensure that the needs of all of the Town's residents, throughout the life cycle, are met, with

- a particular emphasis on older adults and residents with physical challenges and special needs;
- To encourage housing forms, densities and locations which are affordable to lower and moderate-income households; and,
- To limit the conversion of rental units to condominium units unless there is a sufficient supply of rental accommodation within the municipality.

Quality and Choice

5. To provide a range and mix of attractive housing types, sizes, tenures and locations that have good urban design, accessibility and enhance Collingwood's small-town character.
- To maintain at least a ten year supply of land designated and available for residential intensification, redevelopment and new residential development and at least a three year supply of residential units with servicing capacity in draft approved or registered plans of subdivision and condominium;
 - To encourage the rehabilitation and preservation of historically-significant residential buildings and of existing housing stock where desirable; and,
 - To establish and maintain comprehensive urban design and development standards for new residential development, including consideration of energy conservation and reducing environmental impacts.

4.3.2 Policies

4.3.2.1 Residential Intensification

To assist in reaching the general intensification target of the Growth Plan, as well as contribute to Collingwood's development as a complete community with compact urban form, this Plan provides opportunities for residential intensification throughout the areas of the Town designated for urban residential uses.

- 4.3.2.1.1** Residential intensification means intensification of a property, site or area which results in a net increase in residential units or accommodation and includes: redevelopment, including the redevelopment of brownfield sites, the development of vacant or underutilized lots within previously developed areas, infill development, the conversion or expansion of existing industrial, commercial and institutional buildings for residential use; and the conversion or expansion of existing residential buildings to create new residential units or accommodation, including accessory apartments, secondary suites and rooming houses.

4.3.2.1.2 Consideration of opportunities for Residential Intensification throughout the Town, as well as specific development proposals, will be based on the following criteria and the other applicable policies of the Official Plan:

- a) Capacity and availability of municipal water and wastewater servicing;
- b) Proximity to and adequacy of community infrastructure, services and facilities;
- c) Ability to accommodate required off-street parking;
- d) Ability to accommodate an outdoor amenity area;
- e) Acceptable impacts on traffic;
- f) Sensitivity to the urban design and character of adjacent buildings, including their location, massing, height and building materials;
- g) Compatibility with the character and streetscapes of the surrounding neighbourhood; and,
- h) Preservation of heritage resources.

4.3.2.1.3 Collingwood Intensification Area

The older built-up and primarily low density designated areas of Collingwood are particularly well suited for residential intensification given their existing infrastructure and relative concentrations of community services, amenities and employment.

Residential Intensification uses are encouraged in the Collingwood Intensification Area, as identified on Schedule 'F', Urban Structure, subject to the policies set out below and elsewhere in this Plan.

1. Permitted Residential Intensification Uses

The permitted residential intensification uses within the Collingwood Intensification Area include:

- Single detached dwelling units with reduced frontages;
- Accessory Apartments in single and semi-detached dwelling units; and,
- Second Units, such as Coach Houses; and Garden Suites.

Street townhouse dwellings with rear lane garages may also be permitted adjacent to collector roads within the Collingwood Intensification Area subject to appropriate zoning, site plan control and consideration of the policies of this plan, (including section 4.3.2.1.2) and the urban design standards and heritage policies of the municipality.

Residential conversions involving the conversion of existing single detached dwellings, with a minimum gross floor area of 400m², to three (3) or more self-contained dwelling units may also be permitted in the Collingwood Intensification Area subject to appropriate zoning, site plan control where deemed appropriate by Council and consideration of the policies of this plan, (including section 4.3.2.1.2), and the urban design standards and heritage policies of the municipality.

2. Densities

Residential Intensification uses in the Collingwood Intensification Area shall be subject to the density ranges associated with the Low Density Designation as contained in Section 4.3.2.5. Within the Collingwood Intensification Area densities shall generally be calculated on a block by block basis and in keeping with the uses permitted.

4.3.2.1.4 Mixed-Use Intensification Areas

Residential Intensification uses are also encouraged in the **Mixed-Use Intensification Areas**, owing to their potential to accommodate higher densities within a mixed use setting and in close proximity to community services, amenities and employment opportunities. These areas are identified on Schedule F, Urban Structure, and are subject to the policies set out below and Section 4.3.2.1.2.

- Area A Regional Commercial District (RCD) and adjacent Highway Commercial (HC) Area

Residential intensification, in the form of apartment buildings and mixed use commercial residential buildings may be permitted in the RCD and adjacent HC area subject to the policies of Section 4.3.2.1.2 and appropriate restrictions to maintain the primacy of commercial uses in the area.

- Areas B and D Mixed Use Commercial

Residential intensification may be permitted in accordance with the policies of Sections 4.4.7.

- Area C Downtown Commercial Core

Residential intensification may be permitted in accordance with the policies of Section 4.4.4.

4.3.2.1.5 General Intensification – Accessory Apartment and Second Units

On Low, Medium, Low-Medium, and Rural Residential designated residential lands (identified on Schedule 'C') outside the Collingwood Intensification Area, residential intensification through the inclusion of accessory apartments, in single detached, semi-detached, townhouse dwelling units, and second units, such as coach houses and garden suites, may be permitted, subject to appropriate zoning, site plan control where deemed appropriate by Council, and satisfaction of the policies of this Plan, (including section 4.3.2.1.2).

4.3.2.2 Urban Design

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

The Town's Urban Design Manual provides standards for achieving high quality urban design and it is the intent of this Plan that these standards will form an integral part of the review of residential development proposals throughout the Town.

Of particular importance is looking at how urban design can provide for a greater degree of flexibility and innovation in addressing potential conflicts between land uses, housing types and densities, and how it can contribute to enhancing existing and proposed neighbourhoods.

4.3.2.3 Affordable Housing

Recognizing the importance of providing affordable housing options for Collingwood's residents, and in support of Simcoe County's target that a minimum of 10% of new housing units created each year be affordable, the following policies shall apply in relation to all new residential development.

1. Affordable housing shall be permitted and encouraged throughout the Town in all residential areas and in a variety of housing types, subject to the policies of this plan, appropriate zoning and design considerations.
2. Special emphasis will be given to accessory apartments and second units which will be permitted in association with single detached, semi-detached and townhouse dwelling units, subject to the policies of this plan, appropriate zoning and design considerations.
3. Applications for new plans of subdivision will be encouraged to provide single, semi-detached and townhouse dwelling units that include accessory apartments and/or secondary units or have the ability to accommodate such apartment and/or second units in the future subject to minor changes to the dwelling unit and the configuration of the property.
4. Residential Intensification initiatives with a significant affordable housing component, in excess of applicable density ranges, may be permitted on arterial and collector roads subject to the policies of this Plan, appropriate zoning and site plan control where required or deemed necessary by Council.
5. Particular consideration shall be given to the location of affordable housing in close proximity to shopping or community facilities and public transit.
6. Consideration will be given to modifications to existing zoning and servicing standards that facilitate the provision of affordable housing units in new residential developments where such revisions are consistent with the intent of the Official Plan, and are in accordance with good planning and engineering principles.
7. Innovative housing styles and household relationships that facilitate affordable

housing will be encouraged where consistent with the policies of this Official Plan.

8. The time period for the processing of residential development proposals will, as far as possible, be minimized, especially for those that include affordable housing.
9. The Town shall provide support to Federal or Provincial policies which result in the creation of affordable housing units in the community.

4.3.2.4 General Policies Applicable to all Residential Density Designations

4.3.2.4.1 Uses

The following uses shall be permitted in all residential designations; local convenience uses, home occupations, public and private nursing homes and senior citizen/retirement homes and those public uses itemized in *Figure 3 Permitted Designations For Community Services/Public Uses*.

4.3.2.4.2 Servicing

It is recognized that the achievement of permitted density ranges is contingent upon appropriate servicing infrastructure and capacity being available.

4.3.2.4.3 Parking

Adequate off-street parking shall be provided for all permitted uses and requirements shall be established in the implementing Zoning By-law.

4.3.2.4.4 Development Scale

To maintain the small town atmosphere of the municipality and preserve the aesthetics and experience of natural features for the benefit of Collingwood's residents, Council may pass by-laws limiting the height of buildings or structures within select parts of the community, such as shoreline or resort areas, notwithstanding an area's designation for Medium Density Residential use.

4.3.2.4.5 Access

Access to residential lots shall be from an open public road which meets minimum municipal standards.

The location and nature of driveway access to residential development shall reflect the function and design of the adjacent road system and the density of the dwelling units involved. For example, on higher order roads such as arterials access will generally be limited or consolidated in order to maintain the functionality of the road while on lower

order roads such as collectors or local roads access will be more likely to take the form of individual driveways.

4.3.2.4.6 Minimum and Maximum Densities

Each of the density designations detailed in the following policies, (Low, Medium, Low-Medium, High, and Rural Residential), have associated minimum and maximum density ranges. While the maximum density is viewed as a 'hard ceiling', above which a development proposal would require an Official Plan Amendment for a re-designation or an exception, the minimum density requirements are viewed with somewhat greater flexibility in situations where a development proposal within a built up area is in keeping with the permitted uses and character of the density designation, but cannot in and of itself bring the area into compliance with the minimum density indicated. In such situations a development proposal will be viewed as meeting the purpose and intent of the density policies.

4.3.2.4.7 Density Exclusions

For the purposes of calculating density it is recognized that living accommodations within nursing homes, senior citizen/retirement homes, boarding homes, group homes, special care homes, emergency housing and student dormitories shall not be considered to be separate dwelling units.

4.3.2.4.8 Buffering

Adequate buffering, or transitions, shall be provided to the satisfaction of the Town where different density designations are adjacent to each other or are adjacent to non-residential uses, and may include enhanced setbacks, stepping of buildings, enhanced landscaping and/or berming/fencing of sufficient height.

4.3.2.5 Low Density Residential

Low density residential uses shall be permitted on lands designated *Low Density Residential* on Schedule 'C' in accordance with the policies set out below.

4.3.2.5.1 Permitted Uses

The primary permitted residential uses in the low density designation shall be single-detached dwellings, semi-detached dwellings, duplex dwellings and boarding homes.

4.3.2.5.2 Density

The low density designation shall have a minimum density of 15 dwelling units per gross hectare and a maximum density not exceeding 20 dwelling units per gross hectare.

Where there is an existing approved draft plan of subdivision in place – those densities and unit types shall be considered the approved densities and unit types for the

particular plan of subdivision. Additional density may be encouraged via red-line revisions to those plans, but is not required.

4.3.2.5.3 Low Density Residential Exceptions

Notwithstanding the provisions of Subsection 4.3.2.5 above to the contrary:

1. Uses Permitted - Lots 21 and 22, RP 45 (Medical Clinic)

On Lots 21 and 22, Registered Plan 45 (north of Sixth Street) a medical clinic shall also be permitted.

2. Uses Permitted - Part Lot 45, Concession IX (Kaufman)

Within the designated area in part of Lot 45, Concession IX, part of Water Lot K-8 and the proposed Water Lot in front thereof (Kaufman lands) docking facilities and private parks shall also be permitted. A public walkway linking this development with Collingwood's existing system of public trails shall be provided.

3. Huntingwood Part Lot 48, Concession 12

Development Area #2

- a. The area identified as Development Area #2 (DA #2) on Schedule 'A2' is permitted a maximum density of 12 units per gross hectare. The uses permitted shall be limited to single-detached dwellings, semi-detached dwellings, small-lot single-detached, duplex dwellings, home occupations, residential intensification uses, and those public uses itemized on Figure 3. All residential units that back upon the western boundary of the subject property (adjacent to the Forest Subdivision) shall be single-detached dwellings. Vehicular access may occur from Forest Drive and/or Silver Creek Drive and may be established through lands designated Environmental Protection as permitted by Section 4.1.3.1.
- b. It will be a condition of draft approval of the development that that the lands identified in cross hatching adjacent to DA #2 shall be dedicated to the Town of Collingwood upon registration of the development as per the subdivision/condominium and/or consent process.
- c. The required 5% parkland dedication for the development of DA #2 shall be satisfied by the dedication of lands within the cross hatching area.
- d. The lands shown in cross hatching include a multitude of environmental and open space features including the floodplain of the Silver Creek and all appropriate buffers to those features.

- e. On the basis of the designation and dedication of these lands identified in cross hatching, it is confirmed that no further natural heritage studies or buffers are required. Despite this policy, in addition to whatever studies are identified as required by Section 8.13, current and future *Planning Act* applications shall be supported by:
 - i. details demonstrating that the proposed development mitigates any negative impacts on the natural heritage features or their ecological functions through appropriate measures to the satisfaction of the Town and the NVCA;
 - ii. a natural hazard assessment prepared to the satisfaction of the Town and the NVCA demonstrating that all proposed development will be located in accordance with Section 3.1 of the Provincial Policy Statement; and,
 - iii. details demonstrating that the proposed development satisfies the requirements of the Provincial Policy Statement and the *Endangered Species Act* with respect to species at risk.
- f. The completion of a Secondary Plan and requirements and studies as per the policies of Section 8.10.2 and the Service Area 3 policies of Section 3.6.3 shall not be required prior to development occurring on the lands designated as DA # 2.
- g. All current and future applications under the *Planning Act* on the lands designated as DA # 2 shall be circulated to the MTO for review and comment.
- h. All current and future applications for zoning, site plan control approval, severances and/or plan of subdivisions/condominiums shall include submission of the following studies in addition to whatever studies are identified as required by Section 8.13, with the exception of natural heritage studies:
 - i. a water and sanitary sewer servicing strategy that examines potential regional opportunities and constraints;
 - ii. a stormwater management plan that includes a strategy for addressing Silver Creek drainage patterns and spill areas; and
 - iii. a transportation study (including active transportation and transit) that explores potential linkages with adjacent development. This study shall also be circulated to the MTO for review and comment.

4.3.2.6 Medium Density Residential

Medium density residential uses shall be permitted on lands designated *Medium Density Residential* on Schedule C in accordance with the policies set out below.

4.3.2.6.1 Permitted Uses

The primary permitted residential uses shall be limited to single-detached dwellings, semi-detached dwellings, duplex dwellings, fourplexes, triplexes, townhouses, apartments, student dormitories and boarding homes.

4.3.2.6.2 Density

The medium density designation shall have a minimum density of 20 dwelling units per gross hectare and a maximum density not exceeding 55 dwelling units per gross hectare.

Where there is an existing approved draft plan of subdivision in place – those densities and unit types shall be considered the approved densities and unit types for the particular plan of subdivision. Additional density may be encouraged via red-line revisions to those plans, but is not required.

4.3.2.6.3 Medium Density Residential Exceptions**1. Density Permitted – St. Paul Street (OPA#17)**

Despite Section 4.3.2.6.2, within Lots 2 and 3 and Part of Lot 1, east side of St. Paul Street, Registered Plan 144, the maximum density shall not exceed 77 dwelling units per gross hectare. A high-rise apartment building shall not be considered a permitted use.

2. Part Lot 45, Concession 10 (OPA#20)

Lands located on the south side of Harbour Street designated Residential and Residential - Mixed Use on Schedule 'A' shall be developed with a range of housing options in a supportive living environment, and may include the provision of a wide range of medical care facilities, such as doctors' offices, rehabilitation facilities, personal support services, and in-house community care. Accessory local commercial convenience uses shall also be encouraged. The community will primarily contain medium density residential uses with a variety of accessory and supportive uses and shall function as an interface between the Regional Commercial District to the south and the residential community to the north. The site shall be pedestrian oriented with a variety of connections to the Georgian Trail.

1. Minimum - Maximum Unit Count

The minimum residential dwelling unit count on the entire site shall be 120 units and maximum number of residential dwelling units permitted on the subject lands shall not exceed 300.

2. Mixed Use - Additional Permitted Uses

Additional permitted uses shall include local convenience commercial uses including a pharmacy and a limited amount of business office space, medical and health care related offices and clinics, live/work units, and accessory recreational uses.

3. Mixed Use – Density

The minimum number of units located within the Medium Density Residential – Mixed

Use Block shown on Schedule 'C' shall be 80 units. The maximum number of units located within the Mixed Use Block shall be 210 units.

4. Mixed Use – Commercial

The majority of the permitted commercial uses shall be constructed in mixed-use structures in a complementary arrangement that is focused on a central public space such as a plaza, village green or park. Retail commercial uses shall generally be located at grade and along the Harbour Street frontage.

The maximum gross leasable area devoted to commercial uses on this site shall be 2800 square metres. As the commercial uses are proposed to provide support services and convenience uses for the on-site residential population; the commercial uses shall only be constructed when there is sufficient population to support the development. The policies of Section 4.4.3.7 shall apply to determine the appropriate uses, sizes and timing for construction of the commercial uses.

5. Roads and Transportation

The proponent shall install, at no cost to the Town of Collingwood, a dedicated right turn lane on the Harbour Street West approach to Highway 26. The timing of the installation of the turn lane shall be determined through a development agreement.

6. Urban Design

In preparing an overall development concept for the site's residential, commercial and recreation uses, the proponent shall ensure that the Harbour Street proposal is in accordance with the Urban Design Manual (as amended over time) and that the development is well integrated into the existing land use fabric of the Town, including the Black Ash Creek Environmental Protection corridor and the surrounding uses. To facilitate integration the proponent shall:

- a. extend the existing and abutting municipal road allowances into the site,
 - b. provide for a street grid pattern,
 - c. demonstrate the relationship between the existing structures in the vicinity and the proposed development,
 - d. locate buildings to front, face, and feature public open spaces including streets,
 - e. connect the existing trail network with a continuous linked trail system;
 - and,
 - f. provide for a bike trail.
- An Urban Design Brief shall be prepared for the Mixed Use Block to the satisfaction of the Town of Collingwood. The Urban Design Brief shall review the placement and relationship between the various uses in the Mixed Use Block to determine that they are appropriately located and in keeping with Collingwood's existing urban character.

- The architectural styles and forms of building, materials and details of any permitted buildings shall be compatible with and related to the architectural and urban design context of the site. In particular the Urban Design Brief shall identify that:
 - g. the uses are physically integrated both vertically AND horizontally across the site;
 - h. the design of common areas is adequately refined to make them pedestrian oriented and human scaled;
 - i. there is a diversity of activities including residential, commercial, and public or recreational uses defined and provided with particular attention to those adjacent to and defining the central public space
 - j. there are sufficient and effective connections to existing neighbourhoods and residential areas;
 - k. there are high quality connections for pedestrian use;
 - l. the needs of a definable user population in the mix of uses or urban design has been clearly defined;
 - m. there is a clear “community driver” or central activating purpose for the mixed-use area of the development;
 - n. there are uses planned to enliven and activate outdoor amenity areas particularly the central public space;
 - o. there is long term management control over the mix of uses that ensures the area will remain vibrant and supports activity; and
 - p. the project activities are centrally programmed to be compatible and mutually supportive.

3. Victoria Annex (OPA#24)

Within the Medium Density Residential land use designation on those lands bounded by Fifth Street, Maple Street, and Sixth Street, and identified as Lots 10, 11, and 12 South of Fifth Street, and Lots 10, 11, and 12 North of Sixth Street, Registered Plan No. 45, Town of Collingwood, County of Simcoe, and also known as the “Victoria Annex”, the following development policies shall also apply:

- a. Despite Section 4.3.2.6.1 of this Plan, the uses permitted on the subject lands shall be limited to single-detached dwellings, semi-detached dwellings, townhouse dwellings, one (1) walk-up apartment dwelling consisting of a maximum of seven (7) apartment dwelling units (in part located in the existing Victoria School Annex building), home occupations, and those public uses itemized on Figure 3 of this Plan.
- b. Despite any policies to the contrary, the maximum number of dwelling units permitted on the subject lands shall be nineteen (19).
- c. Despite Section 4.3.2.6.2 of this Plan, the maximum density on the subject lands shall not exceed thirty-two (32) units per gross hectare.
- d. The architectural design of buildings and landscape design shall be sympathetic with the character of the existing Victoria School Annex building (part of the

development proposal) and the adjacent residential neighbourhood. To ensure that the residential development complements the surrounding neighbourhood, Architectural and Landscape Design Guidelines shall be completed to the satisfaction of the Town of Collingwood as a condition of draft plan approval of the plan of subdivision, and shall be incorporated into any Development Agreement affecting the subject lands.

4. 11575 Highway 26 West

Notwithstanding Sections 4.3.2.6.1 and 4.3.2.6.2, within Part of Lots 47 and 48 Concession 11, municipally known as 11575 Highway 26 West, the maximum density shall not exceed 30 dwelling units per gross hectare. Apartment buildings, student dormitories and boarding homes shall not be considered permitted uses.

5. Huntingwood Part Lot 48, Concession 12

Development Area #1:

- a. The area identified as Development Area #1 (DA #1) on Schedule 'A2' is permitted a maximum density of 25 units per gross hectare. The uses permitted shall be limited to semi-detached dwellings, small-lot single detached dwellings, duplex dwellings, triplex dwellings, four-plex dwellings, townhouses, home occupations, residential intensification uses and those public uses itemized on Figure 3. Vehicular access and servicing shall occur from the adjacent residential development to the east.
- b. It will be a condition of draft approval of the development that the lands identified in hatching adjacent to DA #1 shall be dedicated to the Town of Collingwood upon registration of the development as per the subdivision/condominium and/or consent process.
- c. The required 5% parkland dedication for the development of DA #1 shall be satisfied by the dedication of lands within the hatching area.
- d. The lands shown in hatching include a multitude of environmental and open space features, including Provincially Significant Wetlands as well as all appropriate buffers associated with these features.
- e. On the basis of the designation and dedication of these lands identified in hatching, it is confirmed that no further natural heritage studies or buffers are required. Despite this policy, in addition to whatever studies are identified as required by Section 8.13, current and future *Planning Act* applications shall be supported by:
 - i. details demonstrating that the proposed development mitigates any negative impacts on the natural heritage features or their ecological functions through appropriate measures to the satisfaction of the Town and the NVCA;

- ii. a natural hazard assessment prepared to the satisfaction of the Town and the NVCA demonstrating that all proposed development will be located in accordance with Section 3.1 of the Provincial Policy Statement; and,
 - iii. Details demonstrating that the proposed development satisfies the requirements of the Provincial Policy Statement and the *Endangered Species Act* with respect to species at risk.
- f. The completion of a Secondary Plan and secondary plan studies and requirements as per the policies of Section 8.10.2 shall not be required prior to development occurring on the lands designated as DA # 1.
- g. All current and future applications under the *Planning Act* on the lands designated as DA # 1 shall be circulated to the MTO for review and comment.

4.3.2.7 High Density Residential

High density residential uses shall be permitted on lands designated *High Density Residential* on Schedule C in accordance with the policies set out below.

4.3.2.7.1 Permitted Uses

The primary permitted residential uses shall be limited to apartment buildings and student dormitories.

4.3.2.7.2 Density

The high density designation shall have a minimum density of 55 dwelling units per gross hectare and a maximum density of 120 units per gross hectare.

4.3.2.7.3 Local Convenience Uses within High Density Residential Buildings

Within high density apartment buildings, accessory service-oriented commercial uses such as a convenience store, barbershop, beauty salon, dry-cleaning distribution outlet, shall be permitted provided that the commercial uses do not occupy an area in excess of 25% of the ground-floor area of the building.

4.3.2.7.4 High Density Residential Exceptions (*OPA#35*)

1. Linksview Property, 780 Tenth Line

Within the High Density Designation located at the southeast corner of the Linksview lands:

- the subject lands shall have a minimum density of 55 dwelling units per gross hectare and a maximum density of 90 units per gross hectare; and,
- shall be limited to a maximum building height of four storeys.

4.3.2.8 Low-Medium Density Residential

Low and Medium density residential uses shall be permitted on lands designated *Low-Medium Density Residential* on Schedule C in accordance with the policies set out below.

4.3.2.8.1 Permitted Uses

The primary permitted residential uses shall be limited to single-detached dwellings, semi-detached dwellings, duplex dwellings, fourplexes, triplexes, townhouses, boarding homes, and apartments.

4.3.2.8.2 Density

The low-medium density designation shall have a minimum density of 20 dwelling units per gross hectare and a maximum density of 30 units per gross hectare.

4.3.2.8.3 Low-Medium Density Residential Exceptions (*OPA#35*)**1. Exception One**

Within the Low-Medium Density Designation Exception One:

- the uses permitted shall be limited to single-detached dwellings, semi-detached dwellings, and townhouse dwellings; and,
- the subject lands shall have a minimum density of 15 dwelling units per gross hectare and a maximum density of 25 units per gross hectare.
(Eden Oak (McNabb) and Linksvew properties)

4.3.2.9 Rural Residential

It is intended that all future development within the Town of Collingwood occur on full municipal water and sanitary sewage disposal services. As a result of earlier approvals, however, certain unserved (or partially served) residential areas already exist within the municipality. Existing residential uses in these areas may be recognized in the implementing Zoning By-law and future development shall occur in accordance with the following policies:

4.3.2.9.1 Permitted Uses

The primary permitted residential uses on lands designated *Rural Residential* on Schedules 'A' and 'C' to this Plan shall be limited to single-detached dwellings thereto in accordance with the policies set out below.

4.3.2.9.2 Density

Permitted density within the Rural Residential designation shall be determined on the basis of environmental and servicing approvals, with the exception of the former Charis property (595 Mountain Road) which shall have a maximum density of 2 dwelling units per gross hectare.

4.3.2.9.3 Servicing for Existing Lots of Record

Permitted single-detached dwellings may be serviced in accordance with the prevalent servicing configuration in the immediate area, typically municipal water supply in conjunction with a private sanitary sewage disposal system, subject to meeting the requirements of the Town of Collingwood and/or the regulatory Ministry/agency responsible for such facilities.

Where municipal water is not available, a private well in conjunction with a private sanitary sewage disposal system may be permitted subject to meeting the requirements of the Town of Collingwood and/or the regulatory Ministry/agency responsible for such facilities.

4.3.2.9.4 Creation of New Residential Lots

The creation of new single-detached residential lots may be permitted:

- by consent of the Committee of Adjustment, in the case of infilling between existing residential lots and where it is determined that such development does not need to proceed by plan of subdivision;
- by plan of subdivision in all other cases;

Prior to the approval of a consent or draft plan of subdivision application, it shall be established to the satisfaction of the Town of Collingwood and/or the responsible regulatory Ministries/agencies that the proposed lots have appropriate frontage on a public road, can be adequately serviced by either a municipal water supply system or a private well; and sanitary sewage disposal system.

4.3.2.9.5 Access

It is recognized that prior to 2014 a number of Rural Residential lots were created or existed which did not have frontage on a municipally assumed public road. These lots shall have vehicular access via existing private rights-of-way to a public road.

4.3.2.9.6 Rural Residential – One (RR1) – 80 Madeline Drive

Where the Rural Residential designation has been affixed with a Rural Residential – One, “RR1” symbol on Schedule ‘A’ to this Plan, the following policies shall apply.

1. Permitted Uses

The uses permitted on the lands designated Rural Residential – One, “RR1”, shall be limited to one (1) single-detached dwelling and accessory uses (e.g. home occupations) thereto. Through the processing of a site specific Zoning By-law Amendment and a Development Agreement to be registered on title, an accessory storage building of a larger size than currently allowed as of right, on lands zoned Rural Residential may be permitted. If required by the Town, the owner shall enter into a Development Agreement with the Town which shall also address protection of privately owned environmentally sensitive lands.

2. Flood-Proofing

Prior to any building construction or lot grading, a shoreline analysis shall be prepared by a qualified professional identifying and addressing the coastal hazard associated with Nottawasaga Bay. The analysis shall be reviewed, and prior to any building construction or lot grading, approved by the Conservation Authority. Furthermore, all new buildings or structures will be required to have an opening elevation of at a minimum 178.30 metres Canadian Geodetic Datum subject to confirmation by the Conservation Authority and the Town.

3. Development Agreement

If required by the Town, the owner shall enter into a Development Agreement with the Town which shall be registered on title. The Development Agreement shall not be a Site Plan Control Agreement as described in Section 8.3 except with respect to a large accessory storage building. For the balance of the lands designated Rural Residential – One “RR-1” the Development Agreement shall identify the location of all principal and accessory buildings and structures, the location of the driveway, the opening elevation of all buildings and structures; and the Agreement shall also address the protection of privately-owned environmentally sensitive lands.

4.3.2.10 Bed and Breakfast Accommodation (OPA#34)

The Town of Collingwood permits the establishment of bed and breakfast accommodation as a means of providing visitors to the community with a varied and interesting supply of temporary accommodation. As such, bed and breakfast accommodation shall be permitted within a single-detached dwelling in accordance with the following policies.

1. Development Criteria

A bed and breakfast use must be an accessory use to a single-detached dwelling. No one shall use a building wholly for the purpose of bed and breakfast accommodation.

- a) A single-detached dwelling accommodating a bed and breakfast use must be the

principal residence and occupied on a full-time basis by the owner of the dwelling or a lessee. At least one bedroom must be available in the dwelling for the exclusive use of the building's permanent resident.

- b) Prepared food may be served to guests of a bed and breakfast facility.
- c) Bed and Breakfast Accommodation should be serviced by full municipal water supply and sanitary sewage disposal services. The use of a private water supply and/or a private sanitary sewage disposal system may be permitted where the adequacy of such services have been demonstrated to the satisfaction of the Town of Collingwood.
- d) Adequate off-street parking shall be provided at a standard of no less than one space per guestroom in addition to the normal parking requirement for the single-detached dwelling. When there is two or more guest rooms offered for rent, the guest parking shall be screened from adjacent properties.
- e) Bed and Breakfast Accommodation shall be permitted "by right" in the implementing Zoning By-law, subject to conformity with zoning provisions as may be established by the Town.
- f) If the Bed and Breakfast has frontage on a County road, an access permit shall be obtained, if required, from the relevant County.

4.3.2.11 Local Convenience Commercial Uses Within Residential Neighbourhoods

Local convenience commercial facilities providing for the sale of convenience goods and services to meet the daily living needs of residents in the adjacent residential area shall be permitted in areas designated for residential use. The precise location, scale and operation of these uses shall be in accordance with the requirements of section 4.4.9 of this Plan, subject to the approval of an amendment to the Zoning By-law and in conformity with the Town's Urban Design Manual.

4.3.2.12 Residential Impact Studies

Before an amendment is made to this Official Plan and/or before an amendment is made to the implementing Zoning By-law (which may or may not require an amendment to this Official Plan), it shall be demonstrated, where necessary through the preparation of appropriate studies, that all of the matters contained within this Section 4.3 have been addressed and:

- that no undue transportation difficulties will ensue from the proposed development;
- that the proposed method of servicing is in accordance with the engineering standards of the municipality and the Ministry of Environment;
- that adequate community facilities including recreational and educational facilities are available to service the proposed use;
- that the proposed development is appropriate for the site, compatible with

- surrounding land uses and/or long-range development planned for the area; and, that all other requirements of the Official Plan have been met.

4.4 COMMERCIAL (OPA#12)

Reorganized designations

The Town of Collingwood's commercial structure is organized into the following commercial designations:

4.4.4 Downtown Core

4.4.5 Regional Commercial District

4.4.6 Resort Commercial

4.4.7 Mixed Use Commercial

4.4.8 Highway Commercial

4.4.9 Local Convenience Commercial

4.4.10 Special Policy – Health Services

4.4.11 Secondary Plan / Restrictive Commercial

4.4.1 Goals (OPA#10)

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

4.4.2 Objectives (OPA#10)

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

4.4.3 General Policies**4.4.3.1 Permitted Uses (OPA#12)**

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

4.4.3.2 Development Standards

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

4.4.3.3 Intensification and Rehabilitation (OPA#12)

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

4.4.3.4 Heritage District

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

4.4.3.5 Site Plan Control

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

4.4.3.6 Holding Zones

The Town may use the Holding Zone provisions of the Planning Act to regulate the development of land until certain conditions such as staging, servicing, access, environmental or market support are met. Only when the proponent is able to

satisfy Council that such conditions as specified in the By-law are met, will further development of the Holding Zone area take place.

4.4.3.7 Study Requirements for Retail Developments (*OPA#10*)

Proponents of any application to amend this Plan, or to propose rezoning land to permit commercial uses within existing commercial designations, shall be required to prepare and submit supporting studies, undertaken by properly-qualified consultants, prior to any favourable consideration by Council.

For all applications, studies will include (*OPA#10*):

1. Planning Studies demonstrating the appropriateness of the proposed development and its component facilities and uses, within the context of surrounding existing and planned land uses, the goals and objectives of the Collingwood Official Plan, and its Commercial Structure provisions and priorities, including:
 - a) analysis of the adequacy of existing designated sites for the proposed development or its components; and,
 - b) in particular, assessment of the availability and suitability of the Downtown Core as a location for the proposed facilities.
2. Market Impact Studies demonstrating 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 and a significant risk of urban blight. The study will provide the following information:
 - a) identification of the specific type and size of retail facility to be justified;
 - b) the basis for projecting market demand due to population growth, spending patterns, and other relevant factors;
 - c) provision of updated information on the performance of Collingwood's retail sector;
 - d) an impact analysis of the proposed development on the viability and planned function of the Downtown Core and other commercial areas;
 - e) sufficient detail to enable identification of the specific requirements, limitations and safeguards which, in the event of approval, should be included as part of the Official Plan or Zoning By-law amendments, or provided through site plans and agreements, or otherwise made a condition of approval.
3. A traffic analysis indicating how the traffic generated by the proposed development can be accommodated without adversely impacting on the capacity of the road system or on adjacent land uses.
4. Comprehensive design concepts shall be required to achieve proper access and internal traffic circulation systems, adequate parking, loading

and garbage collection/storage facilities and appropriate urban and design characteristics which are consistent with current design guidelines

5. An engineering analysis detailing that municipal services and site conditions are available and satisfactory to support the proposed development.

The costs associated with all required studies and any other required supporting documentation shall be borne by the proponent. Costs incurred by the Town in engaging peer review planning, market, and other consultants in order to evaluate the proposal and supporting submissions shall be reimbursed by the proponent. Nothing in this Plan limits the extent and necessity of further studies required by other agencies and bodies involved in the planning approval process.

Council, in consultation with staff shall have discretion to waive the requirement for specific studies if the application to amend the Plan or Zoning is for proposals for new retail space of less than 1,860 sq.m. and where the proposed commercial considered to be minor and without risk of impact on existing commercial areas. Expansions to the original building footprint shall not require all of the above noted studies unless required by Council. **(OPA#10)**

4.4.4 Downtown Core (OPA#12)

The Downtown Core along Hurontario Street from the waterfront to Fifth Street is Collingwood's historical centre. It is intended to be the primary location of cultural and civic uses and a major commercial focus for the Town of Collingwood. Retail is planned to continue as a major commercial use in the Downtown Core. The stores will serve the day-to-day needs of local and seasonal residents. The Core is expected to function as an attractive regional destination for tourists and the traveling public and will function to provide comparison and specialty shopping. The retail functions of the Core, combined with the planning role of the Western Commercial Node will enhance Collingwood's role as a centre for regional shopping.

4.4.4.1 Permitted Uses

The fullest and most diverse range of commercial activities is permitted in the Downtown Core. Permitted uses include all forms of retail and service commercial facilities, including retail commercial establishments, food supermarkets, general merchandise stores, banks and financial institutions, business and professional offices, hotels, private clubs, places of recreation and entertainment, personal and business services, and other commercial activities. Additional permitted uses are governmental facilities, parking facilities, cultural facilities, parks, community facilities, residential uses subject to the provisions of Section 4.4.4.2, and public and private institutions subject to the provisions of Section 4.4.4.3. **(OPA#21)**

The Downtown Core shall be the only location for retail outlets for the sale of alcoholic beverages and the location of all financial institutions with the exception of one deposit-taking institution. **(OPA#10)**

Adult entertainment establishments, motor vehicle sales, motor vehicle gas stations and car washes are not permitted in the Downtown Core. **(OPA#12)**

4.4.4.2 Residential Uses (OPA#33)

Residential uses, primarily apartments, are permitted and encouraged in the Downtown Core. Development for higher density residential uses shall be permitted in accordance with Section 4.3.2.7 (High Density).

Where residential uses are proposed for sites within the primary street-related shopping areas of the Downtown Core (Hurontario Street), the development shall be on upper floors and designed in a manner that minimizes the loss of street and sidewalk frontage for retail purposes. Along Hurontario Street residential uses may only have their entrances, lobbies and parking facilities on the ground floor.

4.4.4.3 Institutional Uses (OPA#12)

Institutional uses are encouraged in the Downtown Core and may include recreational facilities, centres for the arts and government offices and activities. Where institutional uses are proposed for sites within the primary street-related shopping areas of the Downtown Core, the development will be encouraged to be designed in a manner that minimizes the loss of street and sidewalk frontage for retail purposes.

4.4.4.4 Built Form (OPA#12)

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

No additional driveways shall be permitted onto Hurontario Street between the waterfront and Fourth Street, and parking lots abutting Hurontario Street shall only be permitted behind buildings to minimize the loss of street and sidewalk frontage for retail purposes and to avoid disruption to the continuity of shopping interest for pedestrians.

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

4.4.4.5 Appearance

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

1. the coordination of signage, fascia's, lighting, landscaping and general maintenance;

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

4.4.4.6 Off-Street Parking

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

4.4.4.7 Open Storage

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

4.4.4.8 (Reserved OPA#12)

4.4.4.9 The Shipyards – Special Policy Area (OPA#2) (OPA#39)

Within the lands designated The Shipyards – Special Policy Area it is intended that a mixed waterfront residential-commercial and open space community shall be developed. This community will primarily contain medium density residential and commercial uses and shall be urban in nature. The site shall be pedestrian oriented with a variety of public open spaces including public access to the waterfront.

The commercial development of The Shipyards – Special Policy Area, and the Downtown Core north of First Street/Huron Street, will be comprehensively planned and designed as an extension of the Downtown Core to create an environment that will complement the streetscape of the Downtown Core and maximize the opportunity for the redevelopment of the sites on the east and west corners of Hurontario Street and First Street/Huron Street. Regard shall be had for buildings having historical and/or architectural value in the development of the waterfront. The northern terminus of Hurontario Street shall be extended to a public plaza or open space which connects the street with the harbour.

The Development of the lands abutting First Street/Huron Street and the lands abutting the extension of Hurontario Street and the public plaza or open space may be used, at grade, for commercial purposes compatible with the Downtown Core. No department store, large food supermarket, or large floor plate retail use shall be permitted on the waterfront lands generally.

The site shall be remediated in accordance with Ontario Regulation 153/04 of the

Environmental Protection Act, and local requirements, prior to the lifting of the “Holding” Zone.

4.4.4.9.1 Goals

1. To create a policy framework to guide the orderly redevelopment of The Shipyards – Special Policy Area for mixed commercial, residential, recreational, open space and parkland uses.
2. To recognize the site as an extension of the Downtown Core and enhance the Core’s role as the centre of Collingwood.
3. To provide for additional public ownership and access to Collingwood Harbour.
4. To provide for policies for the development of the site in an urban context.
5. To provide for the proper remediation of the site.
6. To protect the Silver Creek Wetland Complex which abuts a portion of the site.

4.4.4.9.2 Objectives

1. To provide for a range of residential uses including ground oriented residential uses, and buildings hosting mix-use at grade commercial with residential uses above.
2. To provide for a public meeting place in the form of a plaza at the terminus of Hurontario Street.
3. To provide for a design which is compatible to the Downtown Core, and which employs a medium density development within an urban context.
4. To expand the existing Downtown Core road network into the site and maintain the Core’s street grid pattern.
5. To provide design elements on site which are inspired by the site’s long history as a shipbuilding facility.
6. To expand the Town’s waterfront pathway network into the site and provide a continuous walkway system and cycling route throughout the site.

4.4.4.9.3 Development Policies

The Shipyards – Special Policy Area has been divided into land use categories as shown on Schedule “A1” to the Official Plan. The land uses are subject to the

following policies:

1.1 Townhouse Residential

1.1.1 Permitted Uses

Notwithstanding Section 4.3.2.6.1, Medium Density Residential Permitted Uses, the uses permitted on those lands designated Townhouse Residential shall be limited to townhouses, stacked townhouses, home occupations, park and open space uses, accessory uses, and public uses as permitted by the Official Plan.

Those lands designated Townhouse Residential are also subject, where applicable, to the Development Standards of Section 4.4.4.9.3.1.9 of the Plan.

1.1.2 Policies

In addition to Sections 4.3.2.4 and 4.3.2.6, General Development and Medium Density Residential policies, the following policies shall also apply:

1.1.2.1 Unit Count

Subject to the policies of Section 4.4.4.9.3.1.9.2 of the Official Plan, the unit count shall generally not exceed 130 units and shall host a minimum of 50 units.

1.1.2.2 Building Height

The residential building heights shall not exceed three (3) storeys.

1.1.2.3 Architectural Control Guidelines

Buildings shall be designed and constructed in accordance with “The Shipyards – Special Policy Area Architectural Design Guidelines”.

1.1.2.4 Setback to Wastewater Treatment Plant Facility

All residential dwelling units shall be setback from the Wastewater Treatment Plant facility in accordance with the Ministry of the Environment Guidelines and shall be implemented in the Zoning By-law.

1.2 Medium Density Residential

1.2.1 Permitted Uses

Notwithstanding Section 4.3.2.6, Medium Density Residential Permitted Uses, and Section 4.3.2.7 High Density Residential the uses permitted on those lands designated Medium Density Residential shall be limited to townhouses, stacked townhouses, walk-up apartments, high-rise apartments, home occupations park and open space uses, accessory uses, and public uses in accordance with the Official

Plan. One Semi-Detached building comprising two units is also permitted on those lands located west of Minnesota Street and east of Heritage Drive.

Those lands designated Medium Density Residential is also subject, where applicable, to the Development Standards of Section 4.4.4.9.3.1.8 of the Plan.

1.2.2 Policies

In addition to Sections 4.3.2.4 and 4.3.2.6, General Development and Medium Density Residential policies, the following policies shall also apply:

1.2.2.1 Unit Count

Subject to the policies of Section 4.4.4.9.3.1.9.2 of the Official Plan, the unit count shall generally host the following maximum and minimums on each of the following development blocks:

The lands east of Pine Street west of the Launch Basin a maximum of 220 units and a minimum of 50 units.

The lands west of Heritage Drive, north of Side Launch Way maximum of 130 units and a minimum and 40 units.

The lands west of Minnesota Street, east of Heritage Drive a maximum of 120 units and a minimum of 20 units.

1.2.2.2 Building Height

The lands east of Pine Street west of the Launch Basin shall not exceed a maximum building height of four (4) storeys excepting one (1) building located at the north end of the block is permitted to be constructed to a maximum of six (6) storeys in height.

The lands west of Heritage Drive, north of Side Launch Way shall not exceed a maximum building height of six (6) storeys.

The lands west of Minnesota Street, east of Heritage Drive shall not exceed a maximum building height of four (4) storeys.

1.2.2.3 Architectural Design Guidelines

Buildings shall be designed and constructed in accordance with “The Shipyards – Special Policy Area Architectural Design Guidelines”.

1.3 (Reserved OPA#38)

1.4 Commercial

1.4.1 Permitted Uses

The permitted uses shall be in accordance with Section 4.4.4.1, and 4.4.4.2 Downtown Core – Permitted Uses, of the Town of Collingwood Official Plan and the policies contained herein. Department Stores, large food supermarkets, or large floor plate retail uses shall not be permitted. The maximum gross floor area of any Retail Commercial Establishment shall generally be 465 square metres excepting one (1) retail unit on lands designated Commercial may be developed to a maximum gross floor area of 1580 square metres.

Given the site's unique location in a waterfront community, and its proximity to the Downtown Core, Medium Density Residential in accordance with Section 4.4.4.9.3.1.2 of this Plan, and associated accessory uses are permitted. Residential uses are considered a secondary use to a permitted commercial use. The commercial component of any mixed commercial/residential building is required to be constructed prior to, or in conjunction with, any associated residential use located within that same structure. Except as outlined herein, all residential uses, excepting accessory uses to a residential use shall be located above at-grade commercial uses. An accessory use to a residential use includes, but is not limited to, a ground floor waiting area, a security desk, and a utility room.

A senior's residence, retirement home and/or nursing home, be it privately or publicly owned, may be permitted on those lands located east of Hurontario Street, West of Heritage Way and south of Side Launch Way. All residential uses, excepting accessory uses to a residential use, shall be located above at-grade commercial uses.

These lands shall include a public plaza as an extension of Hurontario Street into the Shipyards site and function as a tourist attraction to the waterfront, walkway and trail systems and Downtown Core.

Stand-alone residential uses shall not be permitted on those lands designated "Commercial".

Notwithstanding the above, those lands designated Commercial and are located on the north end of the site, north of the lands designated Parkland, shall only permit the development of a restaurant use and uses accessory to a permitted use. Any stand-alone restaurant use shall not exceed two (2) storeys in height excluding a mezzanine.

Those lands designated Commercial are also subject, where applicable, to the Development Standards of Section 4.4.4.9.3.1.9 of the Plan.

1.4.2 Policies

The following Policies shall apply:

1.4.2.1 Unit Counts

Subject to the policies of Section 4.4.4.9.3.1.9.2 of the Official Plan, the residential unit count shall generally not exceed 300 units.

1.4.2.2 Building Heights

The building height shall not exceed six (6) storeys except stand-alone restaurant uses as per Section 4.4.4.9.3.1.4.1 of this Plan which shall not exceed two (2) storeys in height excluding a mezzanine.

1.4.2.3 Gross Floor Area

A minimum of 3250 square metres of commercial gross floor area shall be constructed on those lands designated Commercial in accordance with the policies of this Plan.

1.4.2.4 Architectural Control Guidelines

Buildings shall be designed and constructed in accordance with “The Shipyards – Special Policy Area Architectural Design Guidelines”.

The commercial units which front onto the Launch Basin shall generally have their front façade face the launch basin

1.5 Mixed Use

1.5.1 Permitted Uses

The permitted uses shall be in accordance with Section 4.4.4.1 and 4.4.4.2, Downtown Core – Permitted Uses, of the Town of Collingwood Official Plan and the policies contained herein. Department Stores, large food supermarkets, or large floor plate retail uses shall not be permitted. The maximum gross floor area of any Retail Commercial Establishment shall generally be 465 square metres.

Given the site’s unique location adjacent to the waterfront and as a logical extension of the Downtown Core, Medium Density Residential in accordance with Section 4.4.4.9.3.1.2 of this Plan, and associated accessory uses, are also permitted.

The permitted commercial and residential uses may be constructed as stand-alone uses or in a mixed-use structure. Under all development scenarios, commercial uses shall be located, at grade, along the Huron Street frontage. Notwithstanding this policy, accessory residential uses may also be permitted to be located, at grade, along the Huron Street frontage such that the predominant use of the frontage is maintained for commercial use. Except as outlined herein, all residential uses located in a mixed-use building, excepting accessory uses to a residential use, shall be located above at-grade commercial uses. An accessory use to a residential use includes, but is not limited to, a ground floor waiting area, a security desk, and a utility room.

Subject to the policies contained herein, a senior's residence, retirement home and/or nursing home, be it privately or publicly owned, may be permitted.

Those lands designated Mixed Use are also subject, where applicable, to the Development Standards of Section 4.4.4.9.3.1.9 of the Plan.

1.5.2 Policies

The following Policies shall apply:

1.5.2.1 Unit Counts

Subject to the policies of Section 4.4.4.9.3.1.9.2 of the Official Plan, the residential unit count shall generally not exceed 130 units.

1.5.2.2 Building Heights

The height of any building shall not exceed six (6) storeys.

1.5.2.3 Residential Policies

The policies of Section 4.4.4.9.1.2 of the Plan shall apply to any stand-alone residential use.

1.5.2.4 Architectural Design Guidelines

Buildings shall be designed and constructed in accordance with "The Shipyards – Special Policy Area Architectural Design Guidelines

1.5.3 Perfect World Collingwood – Mixed Use Exception One (OPA#39)

The permitted uses and policies of Section 4.4.4.9.3.1.5 shall apply to the lands in the Mixed Use Exception One (MU-1) designation with the following exceptions below.

Commercial uses may be located, at grade, anywhere on the lands. The maximum gross floor area of any single Retail Commercial Establishment use shall not exceed 500 square metres. The maximum gross floor area for all Retail Commercial Establishments combined shall not exceed 1,859 square metres.

Subject to the policies of Section 4.4.4.9.3.1.9.2 of the Official Plan, the residential unit count shall be a maximum of 120 units and a minimum of 40 units.

1.6 Parkland

The Shipyards - Special Policy Area permit uses including an interactive public plaza, parkettes, and a hierarchy of trails. A pedestrian waterfront trail system shall also be integral

to the site.

1.6.1 Permitted Uses

The permitted uses may include passive and active recreation uses. Permitted buildings may include, but not be limited to gazebos, temporary seasonal structures, community facilities, recreational facilities, business and professional offices associated with a recreational use, and accessory uses. The architectural styles and forms of building, materials and details of any permitted buildings shall be compatible with and related to the architectural and urban design context of the site.

1.6.2 Policies

The Parkland in The Shipyards – Special Policy Area shall be subject to the policies contained herein and shall be designed in accordance with “The Shipyards Community Master Plan Urban Design Guidelines” prepared by The MBTW Group as endorsed by Council.

1.6.2.1 Public Plaza

A public plaza shall be located at the terminus of Hurontario Street. The public plaza is the main public gathering area of The Shipyards – Special Policy Area and is an important focal point within the Town. In designing the site, the proponent shall:

- a. provide linkages to the surrounding development including Hurontario Street, Side Launch Way, the public waterfront trail, and adjacent buildings,
- b. provide an architectural and urban design streetscape treatment for the plaza that is seamless with, and a continuation of, Hurontario Street,
- c. provide a hard surface area suitable for a variety of uses, such as, patio seating for adjacent retail uses, performance space, or gathering/assembly space,
- d. provide seating, lighting, landscape furniture, and space delineation/safety features such as bollards or railings,
- e. enable pedestrians to get as close as safely possible to the water, and maintain good viewing opportunities of the water and,
- f. provide an element(s) that celebrates or interprets the history of the site, such as public art or decorative landscape features that recall the shipbuilding tradition.

1.6.2.2 Parkettes

Public parkettes are to be designed as a public space. The primary role of the parkettes is to provide access to the waterfront area. They shall link all adjacent trail and sidewalk networks, including the public waterfront trail, the

sidewalks along Huron Street, and Side Launch Way, as well as any significant entrances to adjacent buildings.

1.6.2.3 Trails

The Shipyards - Special Policy Area shall host a diversity of trail systems. A dedicated bike path and a public waterfront trail system shall be provided.

Generally, the public trails system shall be of an urban nature unless local site conditions warrant a more naturalized approach.

The public waterfront trail shall be located on those lands west of the Launch Basin. The public trail shall be continuous and traverse throughout the site in a combination of waterfront trails, sidewalks within the Municipal right-of-way, and dedicated trail routes.

A dedicated bike path shall traverse along Side Launch Way.

The public trail system shall be designed in accordance with the Town of Collingwood Master Trail Plan and the trail policies of this Plan.

1.6.2.4 Building Height

The height of any building shall not exceed three (3) storeys.

1.7 Open Space

1.7.1 Permitted Uses

The use of the lands designated Open Space within The Shipyards - Special Policy Area shall permit the placement of Impacted Soils. Permitted uses shall be restricted to conservation and public and private parks for passive recreational uses only. The only structures permitted include an amphitheater, passive park amenity structures, temporary structures, structures related to conservation and environmental uses and engineering structures, acceptable to the Town, including but not limited to a hydro substation and communication pedestals.

1.7.2 Open Space Development Standards

The site designated Open Space will be developed as a berm. The height of the berm, including cover, shall not exceed an elevation of 191 metres above sea level; the base of the berm shall not exceed an elevation of 179 metres. The clean soil cover shall be designed and constructed such that the berm is protective of human health and the environment, based on its intended uses.

The berm design shall be consistent with the Shipyards - Berm Grading Plan prepared by MBTW Group identified as Drawing L-1 dated March 9, 2006. The berm shall be designed in such a manner in order to make it a variety of shapes and forms with differing berm heights and differing topographic elevations. The design of the site shall also take advantage of its waterfront location and be protective of adjacent surface water and aquatic receptors.

Due to the site's location adjacent to the Town of Collingwood Water Pollution Control Plant and a residential neighbourhood, the western and eastern faces of the berm may be designed in a differing manner. The lands facing the Water Pollution Control Plant may be permitted to be designed in a more structural manner while the lands facing the residential development will be required to provide for more design elements and a design which is compatible with its location adjacent to a residential community.

The slopes of the berm shall generally be 3:1 however the slope can go to 2.5:1 if it is planted. Planting shall be provided on the berm with planting benches provided on the berm slopes. The berm cover and landscaping shall be designed to minimize future maintenance requirements.

A waterfront walkway which extends from the western boundary of the site east to the terminus of Hurontario Street shall be designed for a public walkway and host elements such as resting stations and lookouts.

The design of the berm shall be subject to the Shipyards - Berm Grading Plan prepared by MBTW Group identified as Drawing L-1 dated March 9, 2006 and the Design Guidelines prepared by the MBTW Group entitled "The Shipyards Community Master Plan Urban Design Guidelines" as endorsed by Council.

Development of the property shall be subject to Site Plan Control as per Section 8.3 of The Town's Official Plan. Prior to Site Plan Approval, the Council for the Town of Collingwood shall be satisfied that the site is suitable for use for the intended use in accordance with all Federal and Provincial statutes, regulations and guidelines [including specifically the requirements of O.Reg 153/04] and local requirements.

A Risk Assessment shall be prepared for the berm site in accordance with the requirements of Ontario Regulation 153/04 of the Environmental Protection Act. The risk assessment shall be approved by the Ministry of the Environment.

The lands shall be rough graded, covered with clean soil, have a vegetative cover established, and temporarily fenced prior to occupancy of any residential unit in the "Shipyards – Special Policy Area". Mitigative construction measures shall ensure water and impacted soils do not migrate off the Open Space lands.

Timing of the final landscaping for the lands designated Open Space shall be completed in accordance with the Master Development Agreement and/or subdivision agreement for these lands. Completion will occur after Site Plan Approval and MOE approval of the Risk Assessment and Risk Management Plan.

1.8 Shipyards Environmental Protection

1.8.1 Permitted Uses

Permitted uses are limited to conservation uses, fish and wildlife management uses and passive recreational uses. Only those buildings and structures required for purposes of flood control shall be permitted.

1.8.2 Policies

The “Shipyards Environmental Protection” designation is the site of a portion of the Silver Creek Wetland complex. This wetland complex is Provincially Significant. It is a policy of this Plan to protect the wetland complex. Development is not permitted within the wetland.

A Scoped Environmental Impact Statement has been prepared by Tarandus Associated Limited entitled “Scoped Environmental Impact Study for the Collingwood Shipyards Redevelopment in the Town of Collingwood, Ontario” and dated September 2005. Development adjacent to the wetland complex is permitted in accordance with an Environmental Impact Statement submitted to the satisfaction of the Town of Collingwood, the County of Simcoe, and the Ministry of Natural Resources. Development on these adjacent lands shall have no negative impact on the features and functions of the wetland complex. The recommendations of the Environmental Impact Statement shall be implemented through the Town of Collingwood Zoning By-law and through site plan control.

1.9 The Shipyards – Special Policy Area Development Standards

1.9.1 Density

The maximum permitted density for The Shipyards - Special Policy Area site shall not exceed 50 units per gross hectare as shown on Schedule “C” to the Official Plan

1.9.2 Site Unit Count

Notwithstanding the unit counts contained herein, the maximum number of residential dwelling units permitted on those lands designated The Shipyards - Special Policy Area shall not exceed 720.

1.9.3 Urban Design

In order to ensure that The Shipyards - Special Policy Area is well integrated into the existing fabric of the Town, in preparing a development concept for the residential, commercial, parkland and open space uses and its relationship to downtown and the waterfront, the proponent shall:

- a. provide views to the waterfront and the Town through “The Shipyards - Special Policy Area”,
- b. extend the existing and abutting municipal road allowances into the site,
- c. provide for a street grid pattern,
- d. connect the existing trail network with a continuous linked trail system,
- e. provide a public waterfront corridor including trails,

- f. provide for a bike trail, provide a water's edge public plaza at the terminus of Hurontario Street along the water's edge at the Launch Basin,
- g. provide a public waterfront edge,
- h. site and design buildings to address the waterfront,
- i. provide a variety of publicly accessible open space elements that include both public and private lands, and,
- j. locate buildings to front, face, and feature public open spaces including streets.

Development of the site shall be designed in compliance with the Urban Design Guidelines prepared by the MBTW Group entitled "The Shipyards Community Master Plan Urban Design Guidelines" as endorsed by Council with particular reference to the "The Shipyards – Special Policy Area Architectural Design Guidelines."

1.9.4 Roads and Transportation

The Shipyards - Special Policy Area shall incorporate both public and private roads. The developer shall be responsible to construct all public roads on site to Municipal Standards to the satisfaction of the Town of Collingwood.

A road widening dedication in favour of the Town of Collingwood consisting of a maximum of 10.0 metres in width shall be provided, at no cost to the Town, and shall extend along the site's Huron Street frontage west of Minnesota Street.

The Developer shall install, at no cost to the Town of Collingwood, the following road improvements:

- a) upgrade those portions of Maple Street, Pine Street, Hurontario Street and Heritage Drive located north of First Street and Huron Street as bounded by the site,
- b) construct a southbound left turn lane on Pine Street onto First Street,
- c) construct a southbound left turn lane on Heritage Drive onto Huron Street and,
- d) install full signalization at the intersection of Heritage Drive and Huron Street.

The timing of the installation of these works shall be subject to the Phasing Policies of Section 4.4.9.3.1.9.4 of this Plan.

Notwithstanding Section 5.3.3.3, Local Roads, of the Official Plan, the public roads on site shall have the following minimum right-of-way widths as shown on Schedule "D" of the Official Plan:

Maple Street	17 metres
Pine Street	19 metres
Side Launch Way	20 metres
Wheelhouse Crescent	15 metres

All public roads shall generally have a minimum of 8.5 metre pavement width.

All public roads are to be designed to accommodate on street public parking on one side of the street save and except Wheelhouse Crescent which shall not be required to accommodate any on street public parking.

All public roads save and except for Maple Street and Wheelhouse Crescent, are to be designed to accommodate pedestrian sidewalks on both sides of the road.

Maple Street is required to have one pedestrian sidewalk within the existing right-of-way located on the east side. Wheelhouse Crescent is not required to have pedestrian sidewalks within the right-of-way; pedestrian walkways shall be constructed north and south of Wheelhouse Crescent and may be constructed outside of the right-of-way.

Private roads shall be designed to the satisfaction of the Town of Collingwood.

All pedestrian sidewalks, located within the public rights-of-way, are required to be a minimum of 1.5 metres in width.

A bike path is required to be constructed within the right-of-way of Side Launch Way.

1.9.5 Parking

Parking for commercial and residential uses within The Shipyards - Special Policy Area shall be subject to the Parking policies of Section 5.3.8 of the Town of Collingwood Official Plan except as provided herein.

Parking for lands designated Parkland or Open Space in The Shipyards - Special Policy Area are not required to provide for parking on site excepting a use for a recreation facility or community facility wherein adequate parking shall be provided.

All on street parking shall be appropriately designed to integrate into the design concept of the development in accordance with the requirements of the Town of Collingwood. Such parking shall not be included when calculating required parking.

All parking provisions and regulations shall be set out in the applicable Zoning By-law, as amended, to give effect to the policies of this Plan.

1.9.6 Site Services

The Site shall be fully serviced with Municipal water and Municipal sanitary services and shall be subject to the Servicing Policies of Section 3.5 of this Plan.

The site is located in proximity to the Town of Collingwood Water Pollution Control Plant. All residential units are required to be setback from the Water Pollution Control Plant an appropriate distance to meet the Town and Provincial requirements for setback to a possible odour source.

The Town of Collingwood Zoning By-law shall identify the specific setback distance from the potential odour source to the closest residential unit.

1.9.7 Flood Plain and Stormwater Management

The property is currently located within the regional storm flood plain (spill zone) of the Pretty River. Prior to the draft approval of any plan of subdivision or condominium, and subject to the policies contained herein, the following must be demonstrated, to the satisfaction of the Nottawasaga Valley Conservation Authority, through technical study:

- a) that the flooding hazard can be safely addressed,
- b) that development and site alteration will be carried out in accordance with established standards and procedures,
- c) that flooding will not result in areas which are currently outside the limits of the floodplain,
- d) that existing flood hazards will not be aggravated,
- e) that no adverse environmental impacts will result and,
- f) that vehicles and people have a way of safely entering and exiting the area during times of flooding.

The site is required to meet enhanced water quality treatment as prescribed by the Ministry of the Environment and in accordance with the targets established by the Collingwood Harbour Remedial Action Plan. Stormwater shall be managed on site in a manner that meets the Town's flood control objectives and stormwater management solutions shall be approved by the Town of Collingwood, the

Nottawasaga Valley Conservation Authority, the Ministry of the Environment, and the Department of Fisheries and Oceans.

Stormwater shall be managed through a series of sewers, swales, street design, and end-of-pipe quality solutions. In addition, an overland flood conveyance channel shall be provided which shall be generally located on the southern and western edge of those lands designated Open Space in The Shipyards - Special Policy Area.

1.9.8 Shoreline Works

The property is located on the shores of Georgian Bay of Lake Huron and is subject to shoreline hazards related to flooding, erosion, dynamic beach, and wave uprush. On this basis, a Shoreline Study, prepared by a qualified engineer, must be undertaken to the satisfaction of the Nottawasaga Valley Conservation Authority and the Town, in order to address the shoreline related hazards. This Study shall be completed as a component of the Master Development agreement and the Study must identify the means to address the hazard and the means to maintain the shoreline protection works in perpetuity.

It is anticipated that development of The Shipyards – Special Policy Area will require shoreline reconstruction. Any works undertaken shall be done to the satisfaction of the Town of Collingwood, the Nottawasaga Valley Conservation Authority, the

Ministry of Natural Resources, and the Department of Fisheries and Oceans. The intention of any shoreline works is to improve the design function of the site, improve aquatic habitat, address flooding, and to address any issues related to wave action.

Design for the shoreline shall generally be undertaken to repair and upgrade the existing structures on site to secure their long term structural integrity and functionality to the satisfaction of the Town of Collingwood in consultation with the Nottawasaga Valley Conservation Authority. Some filling may be permitted along the shoreline west of the Launch Basin. A wetland feature may be permitted north of the lands designated Open Space within The Shipyards - Special Policy Area.

A Wave Climate Assessment is required to be undertaken prior to final elevations being established for any shore structure.

Shoreline construction shall not be permitted until the appropriate approvals have been provided by the Department of Fisheries and Oceans, the Nottawasaga Valley Conservation Authority and the Town of Collingwood, where applicable.

Any shoreline construction shall be in accordance with an Environmental Impact Statement submitted to the satisfaction of the Town of Collingwood, the County of Simcoe, and the Ministry of Natural Resources. Construction and stormwater mitigation measures are to be put in place in order to protect the Silver Creek Wetland Complex.

1.9.9 Site Remediation

The site has been identified as requiring remediation in the various submitted environmental reports. Prior to the removal of the “Holding” provision, the Town of Collingwood shall be provided with a Record of Site Condition, signed by a qualified person as defined under Part II of Ontario Regulation 153/04 of the Environmental Protection Act, that the developable portions of the site have been remediated in accordance with all Federal and Provincial statutes, regulations and guidelines. The approval of the Ministry of Environment for the Risk Assessment shall not be required to be issued on those lands designated Open Space within The Shipyards - Special Policy Area prior to lifting of the Holding Provision on the developable lands and in accordance with the Section 4.4.4.9.1.11 Master Development Agreement. Notwithstanding this policy, building permits necessary to conduct the site remediation or for construction purposes may be issued prior to the removal of the “Holding” provision.

Section 3.19 of the Town’s Official Plan outlines further applicable policies respecting The Shipyards’ site remediation.

Remediation plans which meet Federal and Provincial requirements and standards of professional practice shall be submitted to the Town prior to Site Plan Approval.

1.10 Phasing

The development of The Shipyards – Special Policy Area shall be phased according to the following:

1.10.1 Remediation

Environmental remediation within The Shipyards - Special Policy Area, excepting those lands designated Open Space shall be completed in accordance with the Master Development Agreement as per Section 4.4.4.9.3.1.11 of the Plan and prior to registration of the Plan of Subdivision, prior to removal of the Holding Provision on the lands and in general accordance with Section 3.19 “Potentially Contaminated Sites” of the Plan. Environmental remediation shall be completed in accordance with Section 4.4.4.9.3.1.9.9 “Site Remediation”.

The lands designated Open Space shall be subject to the policies of Section 4.4.4.9.1.7.2 “Open Space Development Standards” of this Plan.

1.10.2 Shoreline Works

Subject to approval from the Department of Fisheries and Oceans, the required shoreline works shall be completed, to the satisfaction of the Town of Collingwood, as follows:

1. Prior to removal of the Holding Provision and issuance of any building permit, excepting those permits for temporary structures or for site construction purposes, the shoreline works abutting the lands designated Open Space shall be constructed.

The shoreline works shall be subsequently developed as follows:

- a) Prior to removal of the Holding Provision and issuance of any building permit, excepting those permits for temporary structures or for site construction purposes, on the lands located east of the lands designated Open Space to the intersection of Side Launch Way and Hurontario Street shall be constructed for these lands or,
- b) Prior to removal of the Holding Provision and issuance of any building permit, excepting those permits for temporary structures or for site construction purposes, on lands designated Commercial the shoreline works from the intersection of Side Launch Way and Hurontario Street to the southern extent of the Dry Dock, the shoreline works shall be constructed for these development lands or,
- c) prior to removal of the Holding Provision and issuance of any building permit, excepting those permits for temporary structures or for site construction purposes, on those lands located east of the Dry Dock and west of Heritage Drive, the shoreline works shall be constructed for these development lands or,

- d) Prior to removal of the Holding Provision and issuance of any building permit, excepting those permits for temporary structures or for site construction purposes, for the lands located east of Heritage Drive, the shoreline works shall be constructed for these development lands.

Notwithstanding the above, an amendment to this Plan is not required if the works are constructed prior to the phasing outlined herein, or if alternative phasing is required by the Department of Fisheries and Oceans.

1.10.3 Wastewater Treatment Facility

The developer of The Shipyards – Special Policy Area shall enter into an agreement with the Town to secure, amongst other matters, the provision of a financial contribution towards the upgrading of the Town of Collingwood Wastewater Treatment Facilities and in accordance with the Section 4.4.4.9.1.11 Master Development Agreement.

1.10.4 Municipal Roads

All municipal roads located within the site including Maple Street, Wheelhouse Crescent, Pine Street, Hurontario Street, and Side Launch Way, shall be constructed prior to issuance of any building permit, excepting those permits for temporary structures or for site construction purposes.

That portion of Maple Street, Pine Street, Hurontario Street and Heritage Drive which are bounded by the site and are located north of First Street and Huron Street shall be upgraded prior to issuance of any building permit, excepting those permits for temporary structures or for site construction purposes in accordance with the subdivision agreement.

These policies do not apply to the issuance of building permits on those lands located east of Heritage Drive excepting the required upgrading of Heritage Drive.

1.10.5 Public Parks and Trails

The waterfront portion of the public walkway system shall be completed in accordance with the subdivision agreement related to the lands. The subdivision agreement will identify phasing, timing, and completion of the waterfront public walkway system located on lands designated Parkland. The subdivision agreement will also identify that the walkway system may be constructed in phases in accordance with the phasing of the development of the lands.

All bike trails within the public road allowance as well as all sidewalks shall be completed in accordance with the subdivision agreement.

The public square located at the terminus of Hurontario Street shall be completed for any structure bounded by the Launch Basin, the Dry Dock, and north of Side Launch Way in accordance with the subdivision agreement.

The lands designated Parkland which fronts onto Huron Street at the south end of the Dry Dock shall be developed in accordance with the Section 4.4.4.9.1.1.11 of the Master Development Agreement.

The park located east of Heritage Drive shall be completed in accordance to the applicable development agreement.

1.11 Master Development Agreement

The Developer and the Town shall enter into a Master Development Agreement respecting development of the Site. The Agreement shall be executed at the time this amendment comes into force and effect and prior to the Town entering into a Subdivision Agreement or Site Plan Agreement for the Site. The Agreement shall include matters dealing with, but not be limited to, the following:

- a) servicing,
- b) financing,
- c) design and development of the open space lands,
- d) financial contribution to the upgrading of the sewage treatment plant,
- e) roads dedications and improvements,
- f) public access to the site,
- g) phasing,
- h) environmental remediation,
- i) parkland dedication and improvements,
- j) shoreline improvements,
- k) architectural control, and
- l) regional storm and flood susceptibility.

4.4.4.9.4 Holding By-law Policies

The implementing Zoning By-law(s) shall zone the subject lands in a “Holding (H) Provision” in accordance with Section 8.2.2 of the Town’s Official Plan.

The Holding provision may be lifted by Council of the Town of Collingwood, as required, on a block/lot basis upon confirmation of the following; 1) the signing, execution, and registration of the Subdivision Agreement for the entire site; 2) the signing, execution, and registration of the Master Development Agreement between the developer and the Town of Collingwood; 3) the complete remediation of the site in accordance with Subsection 4.4.4.9.3.1.9.9 and Subsection 4.4.4.9.3.1.10.1, save and except for the Open Space block, to the satisfaction of the Ministry of the Environment; 4) the confirmation of available servicing capacity and that all services have been constructed and are operational to/on the subject property; 5) the phasing for the development block being completed as identified in “The Shipyards – Special Policy Area” of the Official Plan; and 6) the signing, execution, and registration of a Site Plan Agreement for each development block/lot.

4.4.4.10 Special Uses (OPA#12)

1. Pine-Maple Street Site Remediation (OPA#12)

The Downtown Core Exception One (DC-1) designation has been identified as requiring remediation in the various submitted environmental reports. Prior to the removal of the “Holding” provision, the Town of Collingwood shall be provided with a Record of Site Condition, signed by a qualified person as defined under applicable Regulations of the Environmental Protection Act, as amended, that the developable portions of the site have been remediated in accordance with all Federal and Provincial statutes, regulations and guidelines. Notwithstanding this policy, building permits necessary to conduct the site remediation or for construction purposes may be issued prior to the removal of the “Holding” provision.

Section 3.19 of the Town’s Official Plan outlines further applicable policies respecting site remediation. Remediation plans which meet Federal and Provincial requirements and standards of professional practice shall be submitted to the Town prior to Site Plan Approval.

2. Uses Permitted - 70 Huron Street - Parkbridge Head Office (OPA#40)

Within the Downtown Commercial Core Exception Two (DC-2) designation, the permitted uses shall be limited to business offices and accessory uses thereto.

Should the development of new uses or buildings within the Waste Disposal Assessment Area be proposed in the future, a supplemental D4 study may be required as per Section 3.11 of this Official Plan.

3. Admiral’s Village (OPA#5)(OPA#27)

Within the Downtown Core designation for those lands located at the northwest intersection of Ste. Marie Street and Hume Street, also known as the “Admiral’s Village”, the following special development policies shall also apply:

1. Development Policies

- a) High Density Residential uses, including a retirement home use, shall be permitted in accordance with the policies of Section 4.3.2.7 of this Official Plan.
- b) Despite the policies of Section 4.3.2.7 of this Official Plan, the maximum permitted residential density shall be 70 dwelling units.
- c) Despite the policies of Section 4.4.4.2 of this Official Plan, a maximum of 7 dwelling units may be permitted on the ground floor of the building.
- d) The building height shall not exceed a maximum of 4 storeys plus an additional storey for mechanical penthouses and amenity spaces.
- e) The design of the façade of the building shall be consistent with the design and architecture of the buildings in the Downtown Core

4. Admiral Collingwood Place (OPA#26)

Within the Downtown Core designation for those lands located at the northeast intersection of Hurontario Street and Hume Street, also known as the “Admiral Collingwood Place”, the following special development policies shall also apply:

1. Development Policies

- a) High Density Residential uses, including a retirement home use, shall be permitted in accordance with the policies of Section 4.3.2.7 of this Official Plan.
- b) Despite the policies of Section 4.3.2.7 of this Official Plan, the minimum permitted residential density shall be 40 dwelling units and the maximum permitted residential density shall be 127 dwelling units.
- c) The building height shall not exceed a maximum of 6 storeys plus an additional storey for mechanical penthouses and amenity spaces.
- d) The design of the façade of the building shall be consistent with the design and architecture of the buildings in the Downtown Core

4.4.5 Regional Commercial District (OPA#10)

The boundaries of the Regional Commercial District area as set out on Schedule 'A'.

The function of the Regional Commercial District is to provide a wide range of retail, entertainment, and service commercial facilities that cater to the permanent and seasonal residents within the Town and the surrounding regional area. Permitted uses include department stores, general merchandise stores, home centres, home improvement stores, retail commercial establishments, food supermarkets, home and auto supply stores, restaurants, places of recreation and entertainment, and business, and personal services. The Regional Commercial District will be distinguished by providing a contiguous planned commercial precinct that functions as a single integrated location for larger regionally oriented commercial establishments.

No retail outlets for the sale of alcoholic beverages shall be permitted. The only type of office uses permitted shall be government offices. The number and size of deposit-taking institutions will be limited to one.

New development in this area will be planned in a comprehensive manner that will foster an improved appearance, character and organization of uses, and which will enhance Collingwood's role as the commercial centre in northwest Simcoe and northeast Grey Counties. This will be achieved by a unified approach to common issues such as urban design, traffic impact, stormwater management, and area specific restrictions on permitted uses (see 4.4.5.2).

4.4.5.1 General Policies

1. Minimum Unit Sizes

In order to better maintain the planned function of the Downtown Core, and to differentiate between uses in the Downtown Core and the Regional Commercial District, there shall be minimum unit sizes established for retail commercial establishments in the Regional Commercial District. Specific conditions on the size of retail establishments may be imposed through Official Plan policy and Zoning By-law provisions.

2. Urban Design

New development and redevelopment in the Regional Commercial District designation shall follow Urban Design Standards established by the Town. These standards shall ensure that during site plan control for any expansion or new development, theme concepts in façade treatment, signage, lighting, and landscaping are incorporated into the design. Themes which relate to the natural setting or heritage character of the Town of Collingwood will be strongly encouraged.

3. Landscaping

Landscaped areas shall be incorporated into site design to assist in the screening of parking areas, loading and waste disposal areas and to create an attractive streetscape.

4. Traffic Management

Prior to major development or expansion of the commercial uses in the Regional Commercial District, a comprehensive approach to traffic management is required to address concerns related to increased vehicular movement in this area. Any traffic calming measures or design features will be subject to review and approval from the Town of Collingwood and the Ministry of Transportation.

5. Soil Conditions

Prior to the development or redevelopment of the lands within the Regional Commercial District and the issuance of building permits, the Town of Collingwood shall be advised by the Ministry of Environment that the Ministry is satisfied an appropriate verification sampling program has been undertaken. In addition, it must be established by a qualified engineer that the site is suitable for commercial use. Should the Ministry of Environment not be performing such a review function, the Town shall require an engineer's report verifying that the soil conditions are suited for the use proposed. The Town may, at the applicant's expense, obtain a peer review of the applicant's report to confirm the conditions of the soil prior to entering into a Development Control Agreement.

6. Stormwater Management

A master stormwater management plan must be prepared and approved by the Town in consultation with MOE, NVCA and MNR prior to development/redevelopment of the lands designated commercial in the Regional Commercial District. The plan shall manage stormwater in a way which meets the Town's flood control objectives and maintains and enhances water quality and environmental health along Black Ash Creek and into Collingwood Harbour. Prior to the approval of individual site plans for properties within the Regional Commercial District, the applicant must file a stormwater management report indicating how the overall stormwater management plan and the following policies will be implemented.

The stormwater management report shall be submitted to and approved by the Town, in consultation with NVCA.

A buffer of at least 30 metres in width is required along each side of the Black Ash Creek except where existing development precludes such a width, in which case the buffer may be of a lesser width. Measurement of the minimum 30 metre buffer shall commence from that point within either the existing channel or the re-engineered channel denoting the outer limit of the flow resultant of the two-year rainfall event.

The buffer shall be zoned Environmental Protection and be re-vegetated with appropriate native woody material to recreate as much as possible a natural riparian corridor. Lands within the two-year storm channel shall be re-vegetated with appropriate woody material to the extent consistent with flood control requirements. Lands within the buffer shall not be considered as landscape area, nor are they to be used in the calculations of site capacity.

4.4.5.2 Area Specific Policies

Area specific policies within the Regional Commercial District recognize that the planned function of the Regional Commercial District will be achieved by combination of a wide mix of regional and local serving retail and service commercial facilities, and by ensuring that development in the Regional Commercial District does not impair the commercial function of the Downtown Core. This will be achieved by placing restrictions on permitted uses, by placing restrictions on the maximum floor area for specific areas, and by placing constraints on the floor areas of individual retail establishments within specific areas.

Accordingly, the Regional Commercial District designation has the following sub-areas as delineated on Figure 4.

- A. Lands north of First Street Extension
- B. Lands immediately south of First Street, west of High Street
- C. South Expansion Lands
- D. Third Street Extension

1. Areas A - North of First Street Extension

Area A includes the RioCan Collingwood Centre [formerly Blue Mountain Mall] and the lands to the immediate north of the First Street Extension.

Permitted uses include one food supermarket, one department store, one home and auto supply store, other retail stores, motor vehicle gas station, restaurants, places of entertainment, and service commercial establishments. Government offices and one deposit-taking institution shall be permitted. Financial institution and other office uses shall be prohibited. The Zoning Bylaw to permit development in this area shall specify maximum unit sizes for the food supermarket, department store, deposit-taking institution, and home and auto supply store. The deposit-taking institution shall have a maximum gross leasable area of 70 sq.m. The minimum gross leasable area of permitted retail units shall be as follows:

- units shall have a minimum gross leasable area of 370 sq.m.; except that,
- a maximum of one (1) retail unit with a minimum gross leasable area of greater than or equal to 280 sq.m. and less than 370 sq.m. shall be permitted on a pro rata basis for each 1.45 hectares of land designated Regional Commercial District; and,
- the minimum gross leasable area requirement shall not apply to the other retail stores within the existing enclosed shopping centre and Building Pad “J” as depicted on the registered Site Plan.

2. Area B: Immediately south of First Street and west of High Street

This Area is located in the southwest quadrant of the intersection of First Street and High Street. Permitted uses are restricted to one department store that may sell food products including fresh produce and meat one food supermarket, retail commercial establishments, one hotel/motel, restaurants, and service commercial establishments (**OPA#19**). Government offices shall be permitted. Motor vehicle gas station, financial institution, deposit-taking institution and other office uses shall be prohibited. The Zoning Bylaw to permit development in this area shall specify maximum unit sizes for the food supermarket and the department store. Retail uses shall have a minimum gross leasable area of 370 sq.m. Despite said minimum gross leasable area provision, on the property municipally known as 4 High Street, a maximum of two (2) retail uses may be established with a minimum gross leasable area of 140 sq.m.

3. Area C: South Expansion Lands

Area C is intended to accommodate future additions to regionally oriented retail and service commercial space in Collingwood. These establishments will be consistent with the planned function of the other established areas within the Regional Commercial District.

Permitted uses include retail commercial establishments, one home centre, home improvement stores, restaurants, and service commercial establishments.

Government offices shall be permitted. Prohibited uses include department store, home and auto supply store, warehouse membership club, food supermarket, motor vehicle gas station, financial institution, deposit-taking institution and other office uses. Smaller retailers may be permitted subject to specific conditions. The minimum gross leasable area of permitted retail units shall be as follows:

- units shall have a minimum gross leasable area of 370 sq.m.; except that,
- a maximum of one (1) retail unit with a minimum gross leasable area of greater than or equal to 280 sq.m. and less than 370 sq.m. shall be permitted on a pro rata basis for each 1.45 hectares of land designated Regional Commercial District.

The development of Area C will be phased and the first phase will include the extension of Cambridge Street to the southern property boundary. Specific

conditions on the size, type, and phasing of retail establishments may be imposed through the implementing Zoning By-law.

An Amendment to the Official Plan will be required in order to change the use of the existing Home Centre. The Official Plan Amendment application shall be supported by a Market Impact Study as outlined in Section 4.4.3.7.

4. Area D: Third Street Extension

Area D is intended to accommodate future additions to regionally oriented retail and service commercial space in Collingwood. These establishments will be consistent with the planned function of the other established areas within the Regional Commercial District.

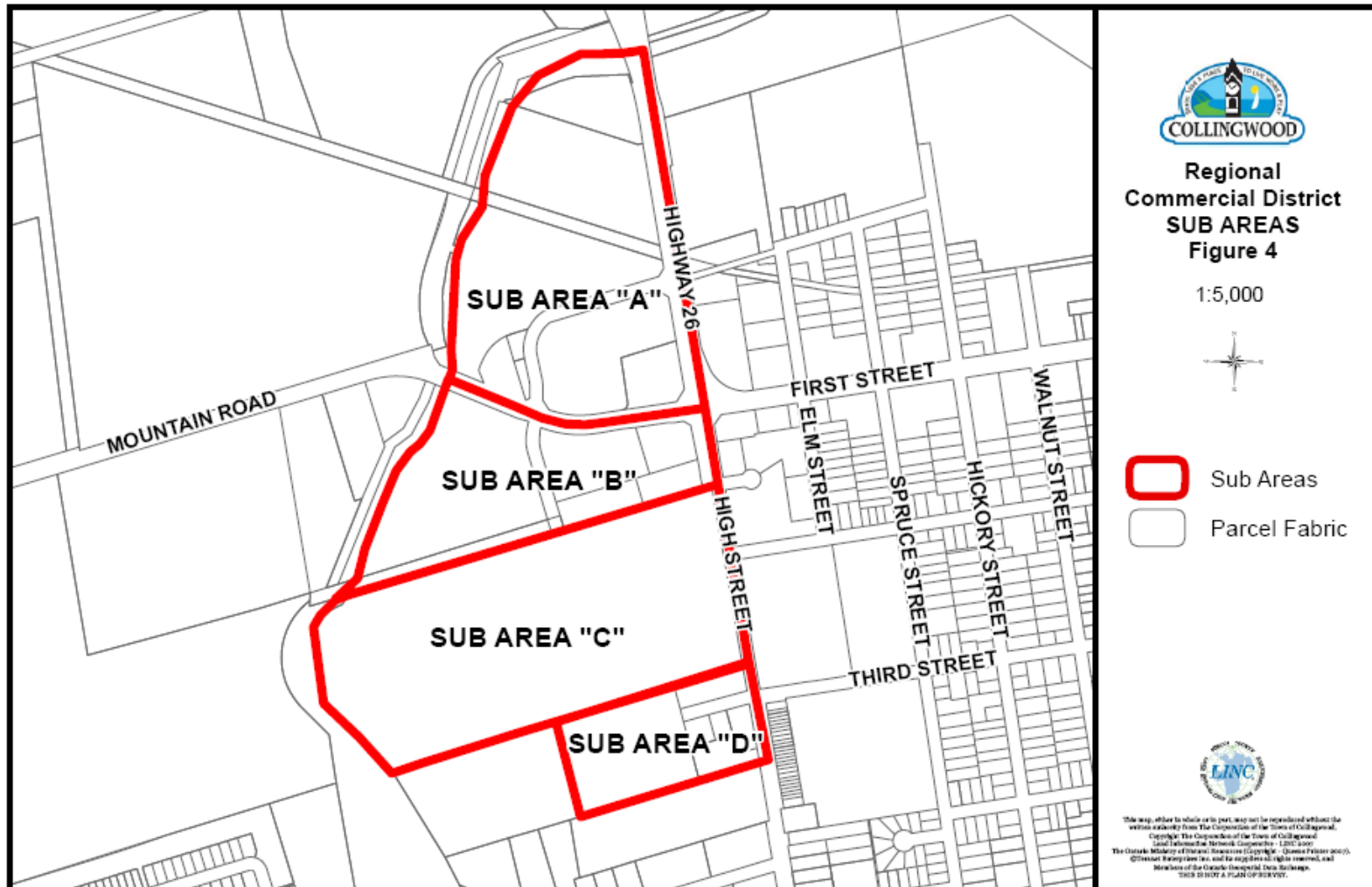
Permitted uses include retail commercial establishments, home improvement stores, restaurants, and service commercial establishments. Government offices shall be permitted. Prohibited uses include department store, home and auto supply store, warehouse membership club, food supermarket, motor vehicle gas station, financial institution, deposit-taking institution and other office uses. Smaller retailers may be permitted subject to specific conditions. The minimum gross leasable area of permitted retail units shall be as follows:

- units shall have a minimum gross leasable area of 370 sq.m.; except that,
- a maximum of one (1) retail unit with a minimum gross leasable area of greater than or equal to 280 sq.m. and less than 370 sq.m. shall be permitted on a pro rata basis for each 1.45 hectares of land designated Regional Commercial District.

The development of Area D will be phased and the first phase will include the extension of Third Street West to meet Cambridge Street. It is anticipated that the first phase of development will take place after the initial phase of Area C.

Specific conditions on the size, type, and phasing of retail establishments may be imposed through the implementing Zoning By-law. Area D shall not be zoned in a commercial category until Council has considered and approved studies prepared and submitted in accordance with Section 4.4.3.7.

Figure 4 (OPA#12) REGIONAL COMMERCIAL DISTRICT



4.4.6 Resort Commercial (OPA#12)

The planned function of the Resort Commercial designation is to provide locations for commercial development that primarily serves resort residents, tourists, and visitors to Collingwood and the surrounding region. The designation recognizes the importance of Collingwood and the surrounding area as a four season destination for visitors. The Resort Commercial designation will facilitate the upgrading and expansion of Collingwood's tourism infrastructure.

4.4.6.1 Uses Permitted (OPA#12)

The principal uses permitted shall be limited to hotels, motels, lodges, inns and conference centres. If there is a permitted principal use established on the subject lot, or within the boundaries of the Resort Commercial designation as shown on Schedule 'A', then the following accessory and/or ancillary uses shall also be permitted:

- retail commercial establishments that are oriented primarily to the visitor market, convenience stores, recreation facilities, places of entertainment, restaurants, banquet facilities, personal services and accessory business offices.

Multi-unit buildings for seasonal resort accommodation are permitted only if the units are used solely for short term occupancy and where they are rented as units within a common management entity such as a hotel.

Retirement homes that cater to the needs of senior citizens shall also be permitted.

Prohibited uses include food supermarkets, department stores, home and auto supply stores, home centres, motor vehicle gas stations, motor vehicle dealerships and financial institutions.

4.4.6.2 Retail Commercial Establishments (OPA#12)

Retail commercial establishments that are oriented primarily to the visitor market are permitted. Examples of permitted retail establishments include gift stores, clothing stores, sporting equipment sales, and wine stores. The maximum gross leasable area of ancillary retail commercial establishments located in other than the principal building shall be 100 sq.m. and the total square metres of all retail commercial establishments shall be 300 sq.m. per lot.

4.4.6.3 Unified Development (OPA#12)

Resort Commercial areas shall generally be developed and operated as a unit, undivided by public roads, railway tracks or other major interfering barriers.

4.4.6.4 Design and Landscaping (OPA#12)

Emphasis will be placed on design and landscaping. An architectural design plan

and landscape plan will be prepared, by a professional consultant, which shall be acceptable to Council and consistent with Collingwood's Urban Design Standards.

Adequate buffering shall be provided between a Resort Commercial area and any adjacent residential area. Such buffering shall include the provision of grass strips, berms, screening, appropriate planting of trees and shrubs or other suitable screening material. A gradation in building height and coverage shall also be required between Resort Commercial areas and any adjacent residential area.

4.4.6.5 Parking Facilities (OPA#12)

All permitted uses shall provide adequate off-street vehicle parking. Loading and unloading facilities shall be screened from view from major roads and boundary streets, and prohibited within the required front yard.

4.4.6.6 Open Storage (OPA#12)

No open storage of goods or materials shall be permitted.

4.4.6.7 Special Uses (OPA#12) (OPA#22)

1. Uses Permitted – 9 and 15 Harbour Street East, 300 Balsam Street

Within the Resort Commercial Exception One (RC-1) designation, the accessory and/or ancillary uses may include marina facilities such as, but not limited to, accessory marina supply sales, boat mooring and service.

2. Reserved OPA#22)

3. Use Permitted – 10 Balsam Street

Despite any policies of this Official Plan to the contrary, within the Resort Commercial Exception Three (RC-3) designation, the accessory and/or ancillary uses may be on a separate lot and the maximum size of an individual retail commercial establishment is 1000 sq. m. gross leasable area."

4.4.7 Mixed Use Commercial (OPA#12)

The planned function of the Mixed Use Commercial designation is to provide a transition along arterial roadways between the downtown core and other commercial designations or where there is a need to manage the relationship between commercial and residential land uses. Mixed Use Commercial areas are intended to provide a location for a range of commercial uses that serve residents and visitors. There are three areas that have the Mixed Use Commercial designation: the First Street corridor between the downtown core and the Regional Commercial District; the Hume Street corridor between Market Street and Moberly Street; and the area on Hurontario between Collins Street and Lockhart Road.

4.4.7.1 Uses Permitted - First Street Corridor (OPA#12)(OPA#21)

Permitted uses include business offices, medical clinics, custom workshops, personal services, laundromats and/or dry cleaning stores, assembly halls, parking lots, private clubs, restaurants, places of entertainment, motor vehicle gas stations and/or washes, veterinarian clinics and the following retail commercial establishments:

sporting equipment sales, garden supply outlets, furniture stores, home improvement stores, motor vehicle supply outlets and convenience stores.

Prohibited uses include department stores, food supermarkets, financial institutions and motor vehicle dealerships. Accessory outside runs associated with veterinarian clinics shall be prohibited.

4.4.7.2 Uses Permitted - Hume Street (OPA#12) (OPA#21)

Permitted uses include business offices, medical clinic, custom workshops, personal services, funeral homes, laundromats and/or dry cleaning stores, assembly halls, hotels, motels, parking lots, private clubs, restaurants, motor vehicle gas stations and/or washes, veterinarian clinics and the following retail commercial establishments:

garden supply outlets, furniture stores, home improvement stores, motor vehicle supply outlets and convenience stores.

Prohibited uses include department stores, food supermarkets, financial institutions and motor vehicle dealerships. Accessory outside runs associated with veterinarian clinics shall be prohibited.

4.4.7.3 Uses Permitted – Hurontario Street (OPA#12) (OPA#21)

Permitted uses include business offices, medical clinic, custom workshops, personal services, funeral homes, laundromats and/or dry cleaning stores, assembly halls, hotels, motels, parking lots, private clubs, restaurants, motor vehicle gas stations and/or washed, veterinarian clinics and the following retail commercial establishments:

garden supply outlets, furniture stores, home improvement stores, motor vehicle supply outlets and convenience stores.

Prohibited uses include department stores, food supermarkets, financial institutions, motor vehicle gas stations and motor vehicle dealerships. Accessory outside runs associated with veterinarian clinics shall be prohibited.

4.4.7.4 Residential (OPA#12) (OPA#21)

Medium Density Residential *development shall be permitted above the ground floor*

uses in accordance with Section 4.3.2.6 or residential uses located above commercial shall be encouraged where it is demonstrated that:

1. there is land use compatibility with adjacent residential uses;
2. there is no unacceptable impact on adjacent commercial uses;
3. appropriate distance separations are maintained between residential uses and the sewage treatment plant;
4. the commercial uses and accessory or ancillary uses, such as parking areas, garbage disposal facilities, snow storage areas and entrances do not conflict with the Residential uses, and accessory amenity areas; and
5. residential uses above commercial uses may have their entrances, lobbies and parking facilities permitted on the ground floor.

4.4.7.5 Design and Landscaping (OPA#12)

Emphasis will be placed on design and landscaping. An architectural design plan and landscape plan will be prepared, by a professional consultant, which shall be acceptable to Council and consistent with Collingwood's Urban Design Standards.

In order to differentiate Mixed Use Commercial designations from the Downtown Core, buildings shall be established on large lots wherever possible.

All buildings, structures and uses should, wherever possible, be located at the minimum front yard setback and as close as practical to the streetline to achieve an urban, street-oriented appearance. The form of development shall not take the form of an enclosed shopping centre.

4.4.7.6 Existing Lots and Buildings (OPA#12)

Notwithstanding the general concept of requiring substantial-sized lots extending the full depth of the designated area, for development and redevelopment purposes, existing commercial buildings may be utilized for permitted activities provided that the proposed use compliments adjacent uses; no other reasonable alternative is available; and, to the greatest extent possible, that other policy provisions be implemented.

4.4.7.7 Parking Facilities (OPA#12)

All permitted uses shall provide adequate off-street vehicle parking. Loading and unloading facilities shall be prohibited between the front lot line and the front of the main building.

4.4.7.8 Special Uses (OPA#12)

1. Uses Permitted – 371 Hume Street

Despite any policies of this Official Plan to the contrary, within the Mixed Use Commercial Exception One (MUC-1) designation, a motor vehicle dealership shall be an additional permitted use.

2. Uses Permitted – 415 First Street

Despite any policies of this Official Plan to the contrary, within the Mixed Use Commercial Exception Two (MUC-2) designation, a retail outlet for the sale of alcoholic beverages shall be an additional permitted use.

3. Uses Permitted – 143 Hume Street

Despite any policies of this Official Plan to the contrary, within the Mixed Use Commercial Exception Three (MUC-3) designation, a motor vehicle dealership, medical clinic and recreational vehicle sales and service shall be an additional permitted uses.

4. Uses Permitted – 155 - 159 First Street

Despite any policies of this Official Plan to the contrary, within the Mixed Use Commercial Exception Four (MUC-4) designation, a maximum of only one (1) pharmacy with a minimum gross leasable area of 930 sq.m. shall be an additional permitted use on these lands.

4.4.8 Highway Commercial (OPA#12)

The Highway Commercial designation 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.

4.4.8.1 Uses Permitted (OPA#12) (OPA#21)

Permitted uses include 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. Accessory outside runs associated with veterinarian clinics shall be prohibited.

4.4.8.2 Design and Landscaping (OPA#12)

Emphasis will be placed on design and landscaping as Highway Commercial designations may be at major entry points into Collingwood. An architectural design plan and landscape plan will be prepared, by a professional consultant, which shall

be acceptable to Council and consistent with Collingwood's Urban Design Standards.

High-quality landscaping shall be provided, especially within the area between the parking and the street line, so as to provide and maintain an aesthetically-pleasing environment. The form of development shall not take the form of an enclosed shopping centre.

4.4.8.3 Parking Facilities (OPA#12)

All permitted uses shall provide adequate off-street vehicle parking. Wherever possible, facilities respecting ingress and egress routes and motor vehicle parking shall be encouraged to consolidate into communal facilities.

4.4.8.4 Special Uses (OPA#12)(OPA#22)(OPA#23)

1. Uses Permitted – 10 Keith Avenue, Cranberry Mews

Despite any policies of this Official Plan to the contrary, within the Highway Commercial Exception One (HC-1) designation, motor vehicle dealerships, motor vehicle gas stations and/or washes, and recreation vehicle sales and services, shall not be permitted uses.

Despite any policies of this Official Plan to the contrary, within the Highway Commercial Exception One (HC-1) designation, a food supermarket shall be an additional permitted use.

In addition, a maximum of 3500 sq.m. of retail commercial establishments including such uses as gift stores, clothing stores, a pharmacy and sporting equipment sales may be permitted in the implementing Zoning By-law. Specifically prohibited uses include a retail outlet for the sale of alcoholic beverages and financial institutions. The Zoning By-law shall also establish the maximum gross leasable area of any individual unit as 370 sq.m. with one exception being the food supermarket which shall have a maximum gross leasable area of 600 sq.m."

2. Uses Permitted - 11555 Highway No. 26 West, Greentree Nursery

Despite any policies of this Official Plan to the contrary, within the Highway Commercial Exception Two (HC-2) designation, the permitted uses shall be limited to garden supply outlets, hotels, motels, personal services, convenience stores and restaurants. The above uses shall be of relatively small scale and, therefore primarily designed to serve the residents of the Highway 26 West Corridor.

3. (Reserved OPA#30)

4. Uses Permitted - 499 Hume Street, Bay Haven Senior Care Community

A retirement home and nursing home shall be additional permitted uses on the lands designated as Highway Commercial Exception Four (HC-4).

5. Uses Permitted – 20 Balsam Street (Harbour Centre) and 2 Harbour Street West (OPA#23) (OPA#28)

Despite any policies of this Official Plan to the contrary, within the Highway Commercial Exception Five (HC-5) designation, motor vehicle dealerships, motor vehicle gas stations and/or washes, and recreation vehicle sales and services, shall not be permitted uses.”

4.4.9 Local Convenience Commercial (OPA#12)

Local Convenience Commercial facilities provide basic shopping and personal services required on an immediate and day-to-day basis. Typically, they are small plazas or free-standing commercial buildings and may be owner-occupied.

4.4.9.1 Location (OPA#12)

Local Convenience Commercial facilities are not designated on Schedule A - Land Use Plan and are permitted in residential areas without amendment to this Plan. These facilities shall be located at intersections of arterial or collector roads or within residential condominium communities with local roads, serve a radius within reasonable walking distance and avoid overlapping the service areas of other Local Convenience Commercial facilities. Local Convenience Commercial proposals will not be subject to full-market studies.

4.4.9.2 Permitted Uses (OPA#12)(OPA#21)

Permitted uses include small scale neighbourhood commercial uses such as personal services, dry-cleaning depots, laundromats, restaurants and the following retail commercial establishments:

convenience stores, bakeries and specialty food stores.

Residential uses on upper floors or accessory to the commercial uses shall also be permitted. Residential uses above commercial uses may have their entrances, and parking facilities permitted on the ground floor.

No outside storage of goods and materials will be permitted. No individual use within this designation shall exceed 230 square metres (2,476 square feet).

Motor Vehicle Gas Stations are prohibited except in conjunction with a marina use which is abutting Nottawasaga Bay.

4.4.9.3 Evaluation

Local Convenience Commercial development proposals will be evaluated based on site size, access suitability, adequate off-street parking, site plan considerations (lighting, landscaping, signage and visual design), intersection location, and proximity of other Local Convenience Commercial facilities.

4.4.9.4 Maximum Floor Space

Typically, these developments will not exceed 465 square metres (5,000 square feet) gross leasable area and shall take on an appearance compatible with the surrounding residential neighbourhood. Site plan control may be used to control design, landscaping, parking, lighting and signage attributes.

4.4.9.5 Garbage Collection

Garbage collection areas shall be located sensitive to the surrounding residential neighbourhood and screened so as not to be visible from the street or surrounding uses.

4.4.10 Special Policy – Health Services (OPA#12)

The Town of Collingwood's role as a regional service centre encompasses health care. The Collingwood General and Marine Hospital on Hume Street provides health care to residents of Collingwood and the surrounding municipalities.

It is a policy of this Official Plan to encourage a broader range of health services to be located on lands that are close to the hospital.

4.4.10.1 Location (OPA#12)

The Special Policy – Health Services designation is shown as an overlay on Schedule "A" – Land Use Plan.

4.4.10.2 Permitted Uses (OPA#12)

Permitted uses include a broad range of health care services that may be located within free standing structures or multi-tenant buildings. The permitted uses include but are not limited to: hospital; medical clinics; medical offices; pharmacies; offices for physicians, dentists, therapists; special care or treatment facilities; medical diagnostic and testing; other health care facilities; extended care residential.

4.4.10.3 Design and Landscaping (OPA#12)

In order that new uses within the Special Policy - Health Services complement the Town, an architectural design plan and landscape plan will be prepared, by a professional consultant, which shall be acceptable to Council and consistent with Collingwood's Urban Design Standards.

4.4.10.4 Parking (OPA#12)

All permitted uses shall provide adequate off-street vehicle parking.

4.4.10.5 Development Criteria (OPA#12)

To ensure orderly development, the implementing Zoning By-law shall establish building locations and minimum sizes, access, parking requirements, municipal services, buffering and other requirements to reduce impacts on adjacent residential land uses, and any other matters as determined by Council.

4.4.11 Secondary Plan / Restrictive Commercial (OPA#12)

Secondary Plan / Restrictive Commercial refers to existing site specific designations within the Secondary Plan Areas. Once the Secondary Plans are complete, these Restrictive Commercial designations will be removed and amended to conform to the commercial policies of this Official Plan.

Where the Restrictive Commercial designation has application to a specific property identified on Schedule A, it is Council's intent that the permitted commercial uses be limited to those existing on the date of adoption of this Official Plan, as amended, or those which, in the opinion of Council, are similar to the uses existing on the date of adoption of this Plan.

4.4.11.1 Special Uses (OPA#12)**1. Uses Permitted - Highway No. 26 East**

Despite any policies of this Official Plan to the contrary, within the entire area designated "restrictive Commercial Exception One" (ResC-1), one (1) motor vehicle gas station and one (1) accessory convenience store of a maximum gross leasable area of 230 square metres shall be the only permitted uses. These uses may be serviced by a private communal sewage disposal system.

Despite any policies of the Official Plan to the contrary, a holding by-law shall be placed on the lands until:

1. the adequacy of the existing sanitary sewage system has been determined, and
2. the owner enters into a site plan agreement.

4.4.12 Standards (OPA #10)

The visual appearance and functionality of Collingwood's commercial areas is important to the quality of life enjoyed by Town residents and the economic health of the community. Accordingly, all new commercial development, renovations, and intensification that requires amendment to the Official Plan or Zoning, shall comply with the Town of Collingwood Urban Design Standards. These standards will be approved by Council.

4.5 INDUSTRIAL

The Industrial classification of lands shall mean that the predominant use of land in the area so designated shall be the manufacturing, assembling, processing or storage of goods and materials, the provision of services requiring large building areas and/or the use of heavy equipment, transportation, research and similar activities. All industrial uses shall meet the guidelines or the requirements of the Ministry of the Environment, County of Simcoe and the Town of Collingwood with respect to solid waste disposal and all emissions into the environment.

The general principles to be considered in the development of industrial areas are set out below. Industrial development must conform to these principles and to all goals, objectives and policies of this Official Plan particularly those relating to environmental preservation, servicing and transportation.

4.5.1 Goals

1. To retain and promote the growth of existing businesses and industry.
2. To develop the industrial economy of the Town in a manner that maintains an acceptable ratio between residential and industrial assessment.
3. To promote the industrial economy by providing suitably located, and serviced areas for the various classes of industrial development.
4. To promote Collingwood Airport and associated development opportunities.
5. To promote Collingwood's recreational/tourism potential thereby expanding the Town's service sector.
6. To provide an atmosphere attractive to manufacturing industry.

4.5.2 Objectives

1. To promote the continued development of Collingwood as the employment, trade, social and institutional centre for the Georgian Triangle.
2. To provide adequate industrial land to meet the projected needs of the community.
3. To ensure that industrial sites are located in proximity to major road, and /or railway and are serviced by full municipal services.
4. To mitigate conflicts with adjacent residential areas.
5. To preserve the industrial integrity of the Town's industrial parks and in particular the east end industrial area (**OPA #11**) by discouraging the intrusion of non-industrial uses.

6. To promote the Town's industrial opportunities by placing an emphasis on the availability of serviced land and a labour force.
7. To encourage the development of design guidelines that foster high quality industrial parks and uses and aesthetically-pleasing settings for light industrial operations.
8. To encourage the development of new industrial parks.
9. To encourage the expansion of the traditional manufacturing sector so as to ensure a strong tax base and industrial employment.
10. To encourage the development of industrial plazas to accommodate small prestige industries and accessory uses.
11. To encourage the location of high-tech industrial uses in Collingwood.
12. To develop a public works improvement program that recognizes the needs of traditional industry and tourism as well the Town's residents.
13. To encourage the diversification and expansion of the municipality's existing industrial/commercial base.

4.5.3 Policies

4.5.3.1 Development Criteria for all Industrial Uses

Industrial development within the Town of Collingwood shall proceed in accordance with the following policies:

4.5.3.1.1 Lot Size

All industrial uses shall occur on lots of appropriate size and with appropriate frontage on a public road.

4.5.3.1.2 Location Criteria

All industrial uses shall be encouraged to locate in industrial parks on internal public streets which have direct access to arterial or collector roads. In the case of site-specific development proposals, industrial uses generally shall be located on arterial or collector roads, although Council may give consideration to the use of other public roads where it is satisfied that no suitable alternative locations are available. In all cases, Council shall be satisfied that the proposed industrial use will not create a traffic hazard and that any potential impact of the proposed use on adjacent land uses, particularly residential uses, will be minimal.

4.5.3.1.3 Parking and Loading Facilities

Adequate off-street loading facilities and off-street parking areas for employees and visitors shall be provided for all permitted industrial uses.

4.5.3.1.4 Environmental Impact

No industrial use shall be permitted which creates an adverse impact on adjacent land uses as the result of the emission of contaminants into or onto the air, water or land. Adjacent uses shall be adequately protected from industrial emissions in accordance with and subject to the regulations of the Ministry of Environment and the Town of Collingwood and the policies of Section 3.16.

Where deemed necessary, a report(s) prepared by a professional engineer, biologist or other qualified professional shall be prepared assessing potential impacts from the industrial operation and demonstrating the adequacy of the proposed ameliorative measures.

4.5.3.1.5 Buffering and Setbacks

Adequate buffering and setbacks shall be provided between industrial uses and adjacent land uses and roads. Such buffers may include the provision of grass strips, screening and the planting of trees and shrubs and the location of a berm or fence.

4.5.3.1.6 Municipal Services

Industrial development shall only take place on lands that are serviced with full municipal services.

4.5.3.1.7 Criteria for Business Offices (OPA #11)

Where business offices are permitted in industrial designations, minimum sizes for office uses traditionally found in the Downtown Core including Financial and Insurance Service Offices, Professional Services Offices and Real Estate Service Offices, shall be established in the Zoning By-law. Medical and/or Doctor's offices shall be prohibited uses in Industrial designations.

4.5.3.1.8 Accessory Retail (OPA #11)

Uses which are considered ancillary or accessory to the primary Industrial uses will also be permitted including a retail commercial outlet for the purpose of the sale of goods and materials produced on the premises providing the accessory retail use is located within the structure in which the principal use is situated.

4.5.3.2 Light Industrial (OPA #13)**4.5.3.2.1 General**

The Light Industrial sub-classification encompasses lighter industrial activities generally found compatible in relation to other land uses including residential uses.

4.5.3.2.2 Permitted Uses

The uses permitted shall be limited to those light industrial uses such as light manufacturing, processing and assembly operations, custom workshops, concealed storage and warehousing facilities, recreation vehicle sales and assembly halls.

Unconcealed open storage activities shall be prohibited. Existing mini-storage warehouses shall be permitted and may expand on their existing lots of record.

Uses which are considered complementary or supportive of the primary Light Industrial uses or adjacent industrial areas shall be permitted and include recreation facilities, restaurants, business offices, day care centres, motor vehicle gas stations, motor vehicle repair garages and convenience stores.

The complimentary or supportive uses shall be of a scale designed to serve the Light Industrial area. They are primarily intended to be located in multiple occupancy buildings, accessible from within the Light Industrial area. An amendment to the Zoning By-law may be required to establish a complimentary or supportive use. The Zoning By-law Amendment may consider the location, size and number of uses permitted.

4.5.3.2.3 Location Criteria

Light Industrial areas may be located adjacent to non-industrial lands and on the periphery of General Industrial areas. Traffic shall generally not have to pass through a General Industrial area to reach a Light Industrial area.

4.5.3.3 General Industrial (OPA #13)**4.5.3.3.1 General**

The General Industrial sub-classification encompasses heavier industrial activities which may be found offensive, or considered an environmental nuisance, due to the large-scale of the use, the open storage of goods of materials, noise etc.

4.5.3.3.2 Permitted Uses

The uses permitted shall include the primary Light Industrial uses listed above in addition to heavier industrial uses such as contractor's yards, freight depots, railway uses, bulk storage operations (including lumber and petroleum wholesale), motor

vehicle body shops, open storage both as an accessory and general use, and other similar industrial uses.

Uses which are considered complementary or supportive of the primary General Industrial uses or adjacent industrial areas shall be permitted and include recreation facilities, restaurants, business offices, day care centres, motor vehicle gas stations, motor vehicle repair garages and convenience stores.

The complimentary or supportive uses shall be of a scale designed to serve the General Industrial area. They are primarily intended to be located in multiple occupancy buildings, accessible from within the General Industrial area. An amendment to the Zoning By-law may be required to establish a complimentary or supportive use. The Zoning By-law Amendment may consider the location, size and number of uses permitted.

4.5.3.3.3 Special General Industrial Development Criteria

It is recognized that there are a number of existing operations on the Tenth Line that currently have unconcealed outside storage. It is a policy of this Plan that these uses should over time be encouraged to conceal their outside storage operations. Council shall have discretion as to whether an amendment to a site plan agreement to conceal the existing storage will be required. No new unconcealed outside storage uses shall be permitted.

4.5.3.4 Waste Disposal Industrial (I-6 on Schedule “A”)

4.5.3.4.1 General

The Waste Disposal Industrial sub-classification encompasses heavy industrial activities devoted to the disposal of wastes.

4.5.3.4.2 Permitted Uses

The uses permitted shall be limited to sites for the storage or disposal of solid waste approved by the County of Simcoe and the Ministry of the Environment. All work disposal sites shall be operated in accordance within the standards established by the Ministry of the Environment, the County of Simcoe and the Town of Collingwood.

4.5.3.4.3 Existing Waste Disposal Sites

It is the intent of this Official Plan that active or inactive waste disposal sites under the auspices of the County of Simcoe and/or the Ministry of the Environment be recognized in the implementing Zoning By-law. These sites, which shall also be subject to the Industrial Development Criteria of this Plan, include:

- 1) The active landfill site owned and operated by the County of Simcoe in part of Lot 46, Concession XI at the north-west corner of the Tenth Line and Harbour Street.

- 2) The inactive incinerator site owned by the County of Simcoe in part of Lot 48, Concession XII to the east of Osler Bluff Road and south of the Georgian Trail.
- 3) The inactive private landfill site legally described as Concession 12, West Part of Lot 48 on the east side of Osler Bluff Road, south of the Georgian Trail.
- 4) The inactive Private landfill site legally described as Concession 12, Part of Lot 48 on the east side of Osler Bluff Road, south of the Georgian Trail.
- 5) The inactive public landfill site legally described as Plan 38, Part Lots K1 and K3 2-5; Plan 73 LK3EPT plus 51R-29449; Parts 6 & Closed landfill on the north side of First Street otherwise known as Harbourview Park.
- 6) The inactive public landfill site legally described as Concession 8, Part of Lot 44; RP 51R-25091, Parts 1 to 10; Waterlot, otherwise known as Heritage Drive.
- 7) The inactive public landfill site legally described as Concession 8, Plan 282, Part of Lot 44, south of Huron Street, west of Niagara Street.
- 8) The active sewage lagoon owned and operated by the Town of Collingwood legally described as part of Lot 48, Concession XII to the east of Osler Bluff Road and south of the Georgian Trail. (OPA#13)

All sites are shown on Schedule A.

4.5.3.4.4 New Waste Disposal Sites

New and expanded waste disposal sites shall be established in accordance with the Environmental Protection Act.

4.5.3.4.5 Reuse of Site

No new uses or the construction of buildings or structures or changes affecting the ground surface of lands previously used as a waste disposal site, which may or may not require an amendment to this Official Plan and/or the implementing Zoning By-law, shall be permitted without the written approval of the Ministry of the Environment indicating that the proposed land use activity is in accordance with the provisions of the Environmental Protection Act.

NON DECISION

County Council Resolution No. 2004-085

Development may then proceed in accordance with the Rural policies of this Plan, except that a residential use shall not be permitted in an area previously used as a waste disposal site.

4.5.3.5 Industrial Exception Uses (OPA#13)

4.5.3.5.1 Third Street Extension Business Park

Despite the criteria noted in Section 4.5.3.7.3 to the contrary, within the Business Park Exception One (BP-1) designation, a Business Park shall be permitted.

4.5.3.5.2 6th Line Business Park – Business Park Exception Two (OPA #36)

Despite the permitted uses noted in Section 4.5.3.7.2 to the contrary, within the Business Park Exception Two (BP-2) designation a motor vehicle repair garage shall also be permitted. Concealed outside storage is permitted.

4.5.3.5.3 6th Line Business Park – Business Park Exception Three (OPA #36)

Despite the permitted uses noted in Section 4.5.3.7.2 to the contrary, on all of the lands in the Business Park Exception Three (BP-3) designation a maximum of only one (1) motor vehicle sales establishment shall also be permitted. Concealed outside storage is permitted. Storage that is for outside display and sale purposes may be unconcealed.

4.5.3.6 (Reserved OPA#13)

4.5.3.7 Business Park (OPA#11)

4.5.3.7.1 General

The Business Park sub-classification encompasses light industrial activities where the predominant use shall be for prestige industrial and office based uses in a landscaped park-like setting.

4.5.3.7.2 Permitted Uses

The uses permitted shall include high technology and / or clean manufacturing or assembling operations, research and development facilities, corporate administration offices, business offices and assembly halls.

Outside storage and motor vehicle repair garages shall be prohibited. Existing mini-storage warehouses shall be permitted and may expand on their existing lots of record. (OPA#13)

Uses which are considered complementary or supportive of the primary Business Park uses or adjacent industrial areas shall be permitted and include recreation facilities, business type hotels or motels, restaurants, business offices, business

service establishments, day care centres, motor vehicle gas stations and convenience stores.

The complimentary or supportive uses shall be of a scale designed to serve the Business Park. They are primarily intended to be located in multiple occupancy buildings, accessible from within the Business Park. An amendment to the Zoning By-law may be required to establish a complimentary or supportive use. The Zoning By-law Amendment may consider the location, size and number of uses permitted.

4.5.3.7.3 Designation of Business Park Areas

The designation of new areas for Business Park development shall proceed by way of an Official Plan Amendment and will be assessed on the basis of a review of the following criteria;

- high visibility areas which have exposure onto arterial roads, County roads or Provincial highways;
- locations where natural features will reinforce the development of a park-like setting for the permitted uses;
- sites located on the periphery of industrial areas and adjacent to, or surrounded by, non-industrial areas;
- sites of sufficient size to accommodate multiple occupancies.

4.5.3.7.4 Design Standards

Business Park uses will be subject to high development standards including extensive and well-designed landscaping treatment. The uses permitted shall be encouraged to develop in a nodal or campus-design format consisting of one or more individual buildings or multiple tenancy buildings having shared parking, loading and access facilities.

Business Park uses will be subject to site plan control and will generally be built to full urban standard.

4.5.3.8 Industrial Park (OPA#11)

4.5.3.8.1 General

The Industrial Park sub-classification encompasses general and light industrial activities where the predominant use shall be for large attractive enclosed manufacturing operations, and prestige industrial and office based uses in a landscaped park-like setting.

4.5.3.8.2 Permitted Uses

The uses permitted shall include manufacturing, processing and/or assembling operations, concealed storage and warehousing facilities, research and development facilities, corporate administration offices, business offices and assembly halls. Unconcealed outside storage shall be prohibited. Existing mini-

storage warehouses shall be permitted and may expand on their existing lots of record. (OPA#13)

Uses which are considered complementary or supportive of the primary Industrial Park uses or adjacent industrial areas shall be permitted and include recreation facilities, restaurants, business offices, business service establishments, day care centres, motor vehicle gas stations, motor vehicle repair garages and convenience stores.

The complimentary or supportive uses shall be of a scale designed to serve the Industrial Park. They are primarily intended to be located in multiple occupancy buildings, accessible from within the Industrial Park. An amendment to the Zoning By-law may be required to establish a complimentary or supportive use. The Zoning By-law Amendment may consider the location, size and number of uses permitted.

4.5.3.8.3 Designation of Industrial Park Areas

The designation of new areas for Industrial Park development shall proceed by way of an Official Plan Amendment and will be assessed on the basis of a review of the following criteria;

- sites located on arterial or collector roads;
- sites located on the periphery of industrial areas and adjacent to, or surrounded by, non-industrial areas;
- sites of sufficient size to accommodate multiple occupancies.

4.5.3.8.4 Design Standards

Industrial Park uses will be subject to high development standards including extensive and well-designed landscaping treatment. The uses permitted shall be encouraged to develop in a nodal or campus-design format consisting of one or more individual buildings or multiple tenancy buildings having shared parking, loading and access facilities.

Industrial Park uses will be subject to site plan control.

4.5.3.9 Special Policy – Industrial Fringe (OPA#11)

The Special Policy – Industrial Fringe includes a number of quasi-commercial uses that will be established in buildings, or on sites adjacent to Highway 26. The uses permitted in the underlying Industrial designation continue to be permitted in addition to the Industrial Fringe uses.

4.5.3.9.1 Location

The Special Policy – Industrial Fringe designation is shown as an overlay on Schedule A - Land Use Plan.

4.5.3.9.2 Permitted Uses

Permitted uses include motor vehicle dealerships, recreation vehicle sales and services, furniture stores, home improvement stores, garden supply outlets, light equipment sales and rentals, and places of entertainment.

4.5.3.9.3 Study Requirement

Retail commercial uses, including such uses as furniture stores and home improvement stores shall be required to complete a Market Impact Study in accordance with Section 4.4.3.7.

4.5.3.9.4 Appearance

In order that new uses within the Special Policy – Industrial Fringe complement the Town a high quality of development respecting location, building design, and building materials shall be encouraged in accordance with the Town's Urban Design and Architectural Standards.

4.6 RURAL*

The Rural designation is a holding classification accommodating existing agricultural uses and lands which are not immediately required for new growth, are not easily serviceable and/or are intended to be the subject of more comprehensive planning analysis, pursuant to Section 8.10, prior to the occurrence of major development. The predominant uses on lands so designated shall be agriculture, recreation and conservation. The following describes the general principles to be considered in regulating the use of lands designated Rural.

4.6.1 Goals

1. To maintain as undeveloped lands, which are not immediately needed for development and/or are not easily serviceable, in their existing land use form and lot size.
2. To encourage the improvement of lands that is not required for immediate development by optimizing their role within the natural environment and/or their recreational and conservation capability.

4.6.2 Objectives

1. To recognize the continued use of lands currently being used for non-intensive agricultural/rural purposes.
2. To promote the development of recreational, interpretive and/or educational resources, including new trail systems, in cooperation with area landowners.
3. To discourage development until the lands are required for future growth.
4. To discourage the fragmentation of larger tracks of land into smaller parcels that may compromise future development potential.

4.6.3 Policies

4.6.3.1 Permitted Uses

The uses permitted shall be limited to existing non-intensive agriculture and conservation uses, single-detached dwellings, utility corridors, lines, towers and associated facilities, bed and breakfast accommodation subject to the requirements of this Plan, those public uses on Figure 3 and publically-owned or controlled botanical or zoological gardens, nature study and wildlife areas, picnicking or bathing areas, fairgrounds, hiking, biking, cross-country skiing and jogging trails, athletic fields for all forms of outdoor recreation including, but not limited to, tennis,

** Appeal No. 7 appealed the entire Section 4.6 as it applies to the site. This office consolidation has not bolded and italicized this text to depict the appeal.*

lawn-bowling, baseball, soccer, football, basketball, bicycling, skating as well as washrooms, change-rooms and/or a refreshment booth accessory thereto.

For the purposes of this Official Plan intensive agricultural uses are defined to include buildings for the raising of chickens, turkeys or other fowl, fish, fur-bearing animals, hogs, and cattle, the keeping of horses, or the growing of mushrooms or the intensive feeding of livestock.

4.6.3.2 Existing Lots of Record

While it is an objective of this Official Plan to maximize the opportunity for the use of full municipal services in conjunction with new development, it also is recognized that certain vacant lands, including parts of those acquired in 1994 through Simcoe County restructuring, are only serviceable by private water and sanitary sewage disposal systems or partial services (municipal water supply in conjunction with private sewage disposal facilities). Accordingly, in order to avoid unnecessary hardship to existing property owners, where a vacant lot within the Rural designation existed on the date of adoption of this Official Plan, minor development, as described in Section 3.7, may be permitted and a building permit may be issued on the basis of the servicing systems existing on the same date of adoption of this Plan, and in accordance with the development criteria in Section 3.7, entitled *Relaxed Servicing Criteria*, and all other applicable permitted use provisions and standards of this Official Plan and the implementing Zoning By-law.

4.6.3.3 Lot Creation

The creation of new lots for residential purposes within the Rural designation shall only be permitted by amendment to this Official Plan and the implementing Zoning By-law.

4.6.3.4 Agricultural Resources

Parts of those lands designated Rural on Schedule A are vacant and, in some areas, in general agricultural use. It is the intent of this Official Plan that these lands remain in agricultural and quasi-agricultural use, for as long as possible, in the period leading up to their development. Such agricultural and/or quasi-agricultural activities might include nurseries, greenhouses, veterinary services, apiaries and kennels in addition to the more traditional agricultural operations. The establishment of new intensive agricultural uses shall not be permitted.

4.6.3.5 Special Uses

1. Uses Permitted - Mountain Road (Custom Woodworking Shop) Lumber Supplies

The existing custom woodworking shop and lumber supplies outlet in part of Lot 46, Concession XII, on the north side of Mountain Road, may be recognized in the implementing Zoning By-law.

2. Uses Permitted - Highway 26 East (Golf Course)

Within the Rural designation at the south-east corner of Highway 26 and Poplar Sideroad, a golf course shall also be permitted. The Environmental Protection policies shall govern the manner of future development in addition to all other applicable policies of this Official Plan.

3. Uses Permitted - Highway 26 West (Farm Produce Outlet)

Within the Rural designation at the north-east corner of Highway 26 and Long Point Road, a year-round farm produce retail market shall also be permitted.

4. Exiting Pit and/Quarry (OPA#13)

The Official Plan recognizes an *existing* pit and/or quarry, within the Rural Exception Four (Ru-4) designation in Part of Lots 44 and 45, Concession 12, licensed by the Ministry of Natural Resources for mineral aggregate extraction. It is not the intent of this Official Plan to permit the establishment of new pits and quarries within the Town of Collingwood.

1. Permitted Uses

Within Part of Lots 44 and 45, Concession 12, the extraction and storage of mineral aggregates shall also be permitted until the use is depleted. New Rural uses may only be established if mitigation measures are put in place between the existing and proposed uses.

2. Operation and Rehabilitation

The operation and rehabilitation of the existing pit and/or quarry shall occur in accordance with the requirements and regulations of the Ministry of Natural Resources (MNR), the provisions of the Aggregate Resources Act and the Industrial Development Criteria of this Plan.

3. Closure

Once the mineral aggregate potential of the existing pit and/or quarry is exhausted and the extractive operation closed, the site shall be rehabilitated to the satisfaction of the MNR and the Town of Collingwood.

5. Uses Permitted – 80 Summerview Avenue (OPA#13)

Within the Rural Exception Five (Ru-5) designation (Part of Lot 40, Concession 6), a motor vehicle repair garage shall also be permitted. New Rural uses may only be established if mitigation measures are put in place between the existing and proposed uses.

5.0 TRANSPORTATION

The goals, objectives and policies of this section address the movement of vehicular and pedestrian traffic within the Town of Collingwood. These policies are intended to enable vehicles and pedestrians to move safely and efficiently within a rational system of roads and trails that, wherever possible, shall be separated.

5.1 Goals

1. To maintain a transportation system, that permits the safe and efficient movement of people and goods within the Town.
2. To facilitate the safe and direct movement of through-traffic to recreational and resort destinations beyond the boundaries of the Town thus reducing the need for improvements to local roads and potential traffic congestion.
3. To foster an integrated transportation system in co-operation with the Town's neighbouring municipalities.
4. To promote transportation improvements within the Town and to roads leading from the Greater Toronto Area.
5. To establish a system of pathways and trails linking major development areas and public uses as an alternative to the vehicular network of roads.
6. To promote the use of the Collingwood Airport and the Barrie-Collingwood railway as alternative methods of transportation that could reduce the need for road improvements.

5.2 Objectives

1. To implement the recommendations contained within the *Georgian Triangle Area Transportation Study (2001)* including the route planning for a by-pass in the Poplar Sideroad Corridor.
2. To ensure that all new streets are of good quality by requiring new subdivision roads to meet the standards of all appropriate road authorities.
3. To integrate where appropriate traffic calming measures into plans for Road improvements throughout the community.
4. To ensure the provision of adequate off-street parking facilities to accommodate development, except in the Downtown Core where a contribution to municipal parking areas and/or facilities may be considered acceptable to Council.
5. To facilitate transportation upgrades along First Street.

6. To develop a system of multi-purpose trails connecting the significant community facilities which are scattered throughout the municipality.
7. To promote suitable separations between pedestrian, cyclist and vehicular traffic.
8. To explore all opportunities for the physical improvement of the existing rail line and for increasing freight and passenger traffic, and that lands within the railway right-of-way be utilized in whatever manner deemed most beneficial to the community and its residents.
9. To encourage the provision of public transient docking facilities in proximity to the Town's commercial services.

5.3 Policies

5.3.1 General

The transportation network delineated on Schedule D - Transportation Plan is premised on the pattern of development and increases in traffic volumes anticipated within Collingwood and the surrounding area over the next twenty years. The system of roads is designed to facilitate the efficient movement of people and goods throughout the municipality, as well to permit through-traffic movement. The road classifications and planned transportation improvements are in harmony with adjacent municipal, County and Provincial road patterns.

5.3.2 Road Policies

A functional classification of roads within the Town of Collingwood, both existing and proposed, is delineated on Schedule D according to their ultimate-desired function. Where additional land is required for widenings, extensions and/or intersection improvements, such lands shall be obtained, wherever possible, in the course of approving new development under the authority of the Planning Act, the Municipal Act and the Public Transportation and Highway Improvement Act. To determine whether an application for major development is appropriate within the context of the policies of this Plan, the applicant may be required to submit a Traffic Impact Study. The Traffic Impact Study shall be prepared by a qualified professional and to the satisfaction of the Town of Collingwood.

5.3.3 Road Classifications

The roads in the Town of Collingwood are classified on Schedule D - Transportation Plan as *Arterial Roads*, *Collector Roads* and *Local Roads*. Arterial Roads are intended to carry large volumes of through-traffic, Collector Roads are intended to carry moderate volumes of traffic between Arterial and Local Roads, and Local Roads are intended to carry low volumes of traffic and provide access to abutting properties. Arterial Roads shall have priority over Collector Roads and Local Roads,

and Collector Roads shall have priority over local Roads in terms of access restrictions, road improvements, intersection improvements and maintenance.

It is not intended that existing arterial and collector roads in built-up areas necessarily be widened or that direct access be eliminated or restricted, except where redevelopment may be taking place.

The following policies shall apply to Collingwood's roads.

5.3.3.1 Arterial Roads

Arterial Roads are existing and proposed roads of 2 to 6 traffic lanes which are designed to carry large volumes of traffic at relatively high-operating speeds between major traffic-generating areas and/or other arterial roads. Arterial roads shall have a minimum right-of-way width ranging from 26 to 36 metres (85 to 118 feet) as defined by the appropriate road authority. Access to arterial roads from abutting properties shall be kept to a minimum and access to arterial roads from low density residential uses shall be discouraged and only considered where alternate access to a collector or local road is not possible. No access shall be permitted where a traffic hazard would be created. Arterial roads shall be located according to the pattern shown on Schedule D. Variations in alignment or the establishment of new arterial roads will be permitted without the need for an amendment to this Official Plan provided the general intent of the Plan is maintained.

5.3.3.2 Collector Roads

Collector Roads are existing and proposed roads of 2 to 4 traffic lanes which are designed to collect and carry local traffic to arterial roads and/or to distribute traffic to local roads. Collector roads shall have a minimum right-of-way width of 20 to 26 metres (66 to 85 feet).

Access to collector roads from abutting properties will be permitted but shall be kept to a minimum. No access will be permitted where a traffic hazard would be created. Collector roads shall be located according to the pattern shown on Schedule D. Variations in alignment for the establishment of additional roads will be permitted without the need for an amendment to this Official Plan provided the general intent of the Plan is maintained.

5.3.3.3 Local Roads

Local Roads are existing and proposed roads of 2 traffic lanes which are intended primarily to provide access to abutting properties. Local roads should be designed to discourage the movement of through-traffic and generally function as distributor roads. Local roads shall generally have a minimum right-of-way width of 20 metres (66 feet).

Wherever possible, local roads shall be oriented in an east-west direction to maximize the solar potential of the area.

5.3.3.4 Provincial Highways/County Roads

Portions of Provincial Highway No. 26 and County Road No.'s 34, 32 (Sixth Street) and 124 appear on Schedule D delineating the Official Plan's road classification system. The Town of Collingwood has no jurisdiction over those portions of these roads which are not classified as connecting links. Accordingly, all development abutting Highway No. 26, County Road 34 and (Simcoe) County Road 32, shall comply with the standards and requirements of the Ministry of Transportation, the County of Grey or the County of Simcoe and access approval shall be obtained from the Ministry or the relevant County.

5.3.4 Improvements

5.3.4.1 Road Improvements (OPA#14)

It is the intent of this Plan that, as the traffic conditions warrant, road improvements be undertaken in accordance with the long-range road needs projections of the municipal roads department. Based on most recent forecasts, the major improvements are expected to include, but not be limited to:

- a) The widening, from 4 to 5 lanes, of First Street between High Street and Hurontario Street.
- b) The widening, from 2 to 3 lanes, of Hurontario Street between Hume Street and Campbell Street.
- c) The widening, from 2 to 3 lanes, of Hume Street between Highway 26 and Hurontario Street.
- d) The widening of the Pretty River Parkway to four lanes between Huron Street and the Pretty River bridge.
- e) A two-lane extension of Collins Street from Lockhart Road to a proposed Peel Street extension.
- f) The reconstruction of Osler Bluff Road/Simcoe County Road 34 between County Road 19/Mountain Road and Highway 26.
- g) The widening, from 2 to 4 lanes, of High Street from (Simcoe) County Road 32 (Sixth Street) to Poplar Sideroad.
- h) The two-stage reconstruction/realignment of Poplar Sideroad, first between Highway 26 and High Street and, second, as traffic conditions warrant on a, as yet to be determined, route between High Street and (Simcoe) County Road 32 (Sixth Street) and/or (Grey) County Road 19.

The second-phase improvements extend beyond the current municipal boundary and, hence, will require the co-operation of neighbouring municipalities. Once complete, however, the realignment of and/or improvements to Poplar Sideroad, in conjunction with those to County Road 19/Osler Bluff Road and possibly (Simcoe) County Road 32, will provide a principal method of addressing the increase in municipal and regional traffic volumes anticipated over the next decade.

A number of the Town's planned transportation improvements, including those involving the possible realignment and/or improvement of Poplar Sideroad, will require the construction of new roads and/or the upgrading or widening of existing

roads which will necessitate further transportation analysis and trigger the need for environmental assessments pursuant to the Environmental Assessment Act. The purpose of these comprehensive analyses will be to optimize the location and design of the new/upgraded roadways and to ensure that any potential impacts are thoroughly addressed, particularly as they may relate to an area's environmental sensitivity, natural hazards, existing recreational use (golf club/ski resorts/parklands) and/or pattern of existing residential development.

Prior to Council considering any Zoning By-law Amendment for the lands shown as Special Residential Density Area A-1 on Schedule 'C', Residential Density Plan a Traffic Impact Study Terms of Reference will be developed by the proponent in consultation with the Town and the TIS will be completed.(OPA#14)

5.3.4.2 Intersection Improvements

It is the intent of this Plan that, as traffic conditions warrant, improvements in the form of jog eliminations, regulation of turn movements, proper signage, installation of traffic signals, introduction of traffic circles or roundabouts, marking of traffic lanes and channelization and construction will be undertaken at the intersections as required.

The number of intersections created by plans of subdivision and/or other development shall be kept to a minimum and where new development does occur, new intersections should be "T" intersections with angles measuring 90 degrees to abutting road allowances.

5.3.4.3 Bridge Improvements

As future improvements are made to bridges within the municipality, they should be designed to accommodate projected traffic volumes.

5.3.4.4 Railway Crossing Improvements

It is the intended that, level railway crossings be eliminated through the use of grade separations or be provided with other protective measures such as day-lighting, signals or gates or a combination of these methods.

5.3.4.5 Environmental Impact

The construction of roads within the Town of Collingwood shall proceed in accordance with the following:

1. Road crossings of Silver Creek, Black Ash Creek and the Pretty and Batteaux Rivers shall be kept to a minimum and new roads shall be designed so as to minimize the impact on sensitive natural land forms.
2. Wherever possible, the alignment of new roads shall follow natural contours.
3. The Town shall ensure the compatibility of the engineering design of new

roads with the engineering improvements required for storm water management.

4. Wherever possible, the principles of traffic calming including roundabouts shall be taken into account when new roads are being designed.

5.3.5 Highway 26 Realignment

The 6 kilometre section of Provincial Highway 26, between Mosley Street in the Town of Wasaga Beach and Lakeview Avenue in the Town of Collingwood, is subject to high-traffic volumes that are projected to increase as new permanent and recreational development, particularly within Wasaga Beach and the Town of The Blue Mountains, is realized. To address the capacity deficiencies, a route has been selected designated for the realignment and reconstruction of Highway 26, which is partially delineated on Schedule D. The new controlled access highway will have a right-of-way width of 90 metres (295 feet) and will reconnect with the existing Highway 26 right-of-way in the vicinity of Poplar Sideroad, where traffic will have the option of either remaining on the highway or exiting onto Poplar Sideroad.

The long-range planning of the lands adjacent to the realigned right-of-way will be addressed through the preparation of a secondary plan. In the interim, care shall be taken to maintain the integrity of the right-of-way when considering any development proposals or public work.

5.3.6 Georgian Area Triangle Transportation Study

A comprehensive assessment of transportation needs within the Georgian Triangle has been undertaken by the Towns of Collingwood, Wasaga Beach and The Blue Mountains and the Township of Clearview. The Georgian Triangle Area Transportation Study recognized that there is a need for significant, additional road capacity through or around the Town of Collingwood. It states that, "Given the constraints in The Town and origin destination patterns of travel, a by-pass at The Town in the vicinity of the Poplar Sideroad Corridor is very desirable". The Georgian Triangle Area Transportation Study recommends that such a by-pass "should consider connection at the east side of Collingwood in the vicinity of the Sixth Line and re-connection to Highway 26 on the west side of Collingwood through north-south corridor(s) at or west of High Street".

Recognizing this situation, when/if deemed necessary by Council, it is the intent of this Official Plan that a land use (planning/transportation) study be initiated to assess the potential need for adjustments to the Official Plan in relation to preferred land uses, future development opportunities and/or related municipal transportation improvements.

5.3.7 Heavy Truck Traffic

It is an objective of this Official Plan to minimize the impact of heavy trucks on

residential areas by restricting through truck traffic on residential streets, and facilitating easy access to commercial and industrial areas.

5.3.8 Public Transit

It is a policy of this Official Plan to encourage the use of public transportation through such means as:

1. Locating higher density housing, commercial developments and major employment areas along major transit routes.
2. Maintaining a compact urban form thus facilitating efficient public transit.
3. Including public transit facilities in the consideration of development proposals.

5.3.9 Parking, Access and Loading Facilities

All uses shall be supplied with adequate off-street parking and in the case of commercial and industrial uses adequate off-street loading facilities. Access points to off-street parking or loading areas shall be limited in number and designed in a manner that provides for the adequate and safe movement of vehicular and pedestrian traffic.

While it is the general intent of this Plan that development or redevelopment satisfies the minimum parking standards of the municipality, when Council is supportive of the proposal, it may consider a parking exemption pursuant to Section 40 of the Planning Act.

To ensure sufficient parking is available in the downtown core, the municipality, private enterprise or the municipality in partnership with private enterprise may devise a plan to develop reasonable parking facilities, consistent with demand. These facilities shall be developed in accordance with the following general principles.

1. Parking facilities on municipal roads generally should be limited to parking for shopping and business purposes; that is, short-term parking with a high turnover.
2. The areas behind stores and businesses along Hurontario Street should be developed for off-street parking and rear entrances should be provided to the stores and businesses, wherever practical.
3. The development of parking structures in the existing lots abutting Pine Street and Ste. Marie Street shall be encouraged.

5.3.10 Trail Systems

The establishment of an interconnected system of trails throughout the municipality and into the surrounding region is an objective of this Official Plan. It is intended

that separate trail networks for non-motorized activities (walking/jogging/bicycling/cross-country skiing) and motorized use be separately interconnected to provide continuous passage across the municipality and into the surrounding region. Regional interconnections which focus on the linkage of first, the Bruce Trail with the Georgian Trail, and second, municipal and regional recreational destinations such as area resorts, ski hills, golf courses, beaches, school yards, civic spaces, Provincial parks and tourist attractions (Scenic Caves/Intrawest), shall be encouraged. The continuous movement of people across the region will benefit the commercial sector, advance the Town's tourism objectives and reinforce Collingwood's position as a regional centre.

While Collingwood already has a well-established system of trails, as shown on Schedule D1 - Collingwood Trail System, Council will have regard for the long-range trail opportunities, particularly regional opportunities, explored through the Simcoe-Grey Trails Strategy. To facilitate implementation of the Strategy, lands already owned by the municipality and those obtained by donation, dedication and direct purchase shall be developed as they become available at the direction of the recreation department. In addition the municipality may obtain easements and/or enter into agreements with private landowners for the use of lands for temporary or permanent trail purposes.

Lands obtained for trails by parkland dedication, shall be improved by the developer to the satisfaction of the Town of Collingwood. The precise nature of these improvements shall be included as part of the applicable development agreement. An amendment to Schedule D1 shall not be required to facilitate an alternative trail location preferred by the municipality as a result of more detailed analysis. The following principles shall be used as guide in the design and construction of trails within the Town of Collingwood.

1. Wherever possible, trails should incorporate junctions or points of interest, such as nature observation areas along their routes.
2. Road crossings should be kept to a minimum and, where viable, pedestrian overpasses/underpasses constructed where trails intersect major roads.
3. The trails should be in harmony with the natural environmental.
4. The trails should incorporate changes in elevation and direction. However, steep grades should be avoided.
5. The travel surface should be suitable for the intended type of traffic (pedestrians/bicycles/snowmobiles etc.), and be of a material that requires little maintenance.
6. Where trails parallel area roads, they should, as far as possible, be separated from the traveled surface of the road. For example, the space between the trail and the road might retain its natural vegetation or be replanted by trees or shrubs if no buffer exist.

5.3.11 Railway Policies

In 1998, the Town of Collingwood and the City of Barrie purchased the Canadian National (CN) railway extending between the two communities. For the Town of Collingwood, the rail line represents not only a vital industrial transportation link, but also a potential recreational, communications and servicing opportunity insofar as it offers a potential location for future municipal/regional services and a pedestrian (recreational) trail.

5.3.12 Collingwood Airport

The Collingwood Airport is located in Lots 32 and 33, Concession VI of the Township of Clearview (former Township of Nottawasaga). The airport has a landing strip capable of accommodating larger jet aircraft, which offers the possibility of increased air service (including increased passenger service) in the future.

The Collingwood Airport is a major transportation asset and is thought to have an important role to play in the Town's long-range economic growth. It not only provides an important, sometimes vital, transportation link for traditional industry, but also offers the prospect of increased tourism opportunities particularly in relation to area (ski/golf) resorts. In addition, the airport is recognized as a potential economic attractor unto itself.

It is the intent of this Official Plan that the potential economic benefits of the airport be maximized through the exploration of future development/tourism opportunities, ideally in a regional partnership with the Town's neighbouring municipalities.

6.0 COMMUNITY IMPROVEMENT POLICIES

Council recognizes the need to maintain and rehabilitate Collingwood's physical environment, infrastructure, buildings, recreational facilities and arrangement of existing land uses and therefore, is committed to ongoing improvement where deficiencies and/or opportunities exist. With this in mind, this section contains goals and objectives for community improvement and provides criteria for the selection of community improvement project areas.

6.1 Goals

1. To stabilize and enhance existing development by providing a safe, convenient and attractive environment for the Town's residents.
2. To provide for and encourage the ongoing maintenance, improvement, rehabilitation and renewal of the Town's residential, commercial, industrial and recreational areas.
3. To maintain and improve the economic base of the Town.

6.2 Objectives

1. To guide the spending of municipal, County and Provincial funds in regard to community improvements.
2. To encourage the maintenance and improvement of the existing buildings and properties in a safe and attractive form and in compliance with the provisions of a property standards by-law.
3. To encourage the provision, maintenance and upgrading of the physical infrastructure and public services and utilities in a manner that recognizes anticipated growth patterns.
4. To alleviate or eliminate conflicts resulting from existing incompatible land uses within the Town.
5. To improve and upgrade the Town's general environment and, in particular, to address deficiencies with respect to residential, commercial, industrial, recreational and community facility areas by increasing the efficiency of the movement of vehicular and pedestrian traffic and by enhancing the aesthetic quality of the Town.
6. To enhance the Town's ability to accommodate new development and economic growth and foster a favourable climate for private investment.
7. To provide a framework to guide improvement expenditures by undertaking and monitoring programs to review budgeting and program direction in respect to the attainment of specific community improvement goals and objectives.

6.3 Criteria for Community Improvement Project Area Selection

In order to determine the areas needing community improvement, the following shall be analyzed and evaluated on a geographic basis to identify community improvement project areas. Community improvement project areas shall be selected on the basis of:

1. The need for water supply and/or sanitary sewage disposal servicing improvements.
2. The need for new roads or road improvements.
3. The need for new sidewalks or the replacement of old sidewalks.
4. The need for new stormwater drainage systems, the replacement of existing systems and/or the need for improved drainage on particular properties.
5. The need for new street lighting or the replacement of existing lighting.
6. The need for new traffic signals or traffic directional information signs or the replacement of outdated signals and signs.
7. The need for new recreational facilities or lands or the upgrading of existing facilities.
8. The need for new community facilities and/or the upgrading of existing facilities.
9. The need for new cultural/social facilities or lands or the upgrading of existing facilities.
10. A deficiency in the amount, variety and/or quality of housing to meet the needs of the Town's residents.
11. A deficiency of off-street and/or on-street parking resulting in inconveniences or traffic hazards.
12. A deficiency in the aesthetic or structural quality of streets, particularly in existing commercial areas.
13. A deficiency in the traffic circulation or access.
14. Opportunities to enhance tourism and public education.

In addition to the above, consideration for the selection and designation of community improvement project areas also may be given in circumstances where:

1. Conflicts exist between existing land uses.

2. Environmental problems such as flood susceptibility, noise or odor are apparent.
3. Man-made hazards such as level rail-road crossings, abandoned buildings etc. are in evidence.
4. Vacant or underutilized lots or blocks with good potential for development or redevelopment exist.

6.4 Community Improvement Project Areas (OPA#33)

The Council may by by-law designate the whole or any part of an area as a Community Improvement Project Area based upon the aforementioned community improvement goals, objectives and selection criteria. It is the Official Plan's intent that community improvement projects be undertaken in identified areas as needed, whenever funds are available, provided Council is satisfied that the municipality can reasonably finance and afford the cost or its share of the cost.

6.5 Phasing of Community Improvement Projects

In considering the phasing of improvements, priority will be given to those upgrades which will most substantially increase the safety, stability and aesthetic quality of the community. The opinions of the general public also may be utilized as a basis for the phasing of improvements.

6.6 Implementation of Community Improvement Projects

Council shall implement the Official Plan's community improvement goals and objectives by one or more of the following methods:

1. By designating, by by-law, the whole or part of any community improvement area for the purpose of the preparation and implementation of Community Improvement Plans pursuant to Section 28(2) of the Planning Act,
2. By participating in available Provincial and Federal funding programs to assist in the implementation of a community improvement plan,
3. By encouraging participation of the private sector in the implementation of a community improvement plan, including infilling, development charges and redevelopment policies,
4. By supporting and encouraging the participation of local community groups, service clubs and other public organizations in the implementation of a community improvement plan, particularly as their assistance might relate to recreational uses and community facilities and services,

5. By improving, acquiring or disposing of land and/or buildings in a designated area in accordance with a community improvement plan,
6. By developing and enforcing a property standards by-law,
7. By upgrading utilities, municipal services and recreational community facilities, and
8. By the application of the Ontario Heritage Act to support the preservation of historic or architecturally significant buildings and the use of funding programs under the Act.

7.0 CULTURAL HERITAGE POLICIES

The goal is to conserve Collingwood's cultural heritage by establishing development guidelines and policies governing the preservation of significant archaeological and built heritage resources and cultural landscapes.

7.1 ARCHEOLOGICAL CONSERVATION

Council acknowledges that parts of the Town of Collingwood could be of special archeological significance. Accordingly, in areas that are of potential archeological value, it is the intent of this Plan that the consideration of major new public works and/or private development proposals be preceded by an archeological assessment.

In the event such an investigation should reveal that a site's cultural heritage resources warrant conservation, then appropriate mitigation techniques shall be devised and incorporated into the development process. Where feasible and desirable, the Town may choose to encourage the preservation of significant resources by permitting increased densities, density transfers or other means at Council's disposal.

In the case of private development initiatives, where an archeological assessment is required it shall be undertaken by the proponent of the development in accordance with the evaluation criteria of this Plan and in consultation with the Town of Collingwood, County of Simcoe and other relevant support agencies.

7.2 HERITAGE CONSERVATION

This Plan recognizes that the maintenance of Collingwood's heritage resources will contribute to the municipality's small-town character and tourist potential by balancing the potential impact of new development. Consequently, it is an objective of this Plan to, as far as possible, preserve the Town's heritage resources and to ensure that development occurs in a manner which respects Collingwood's physical heritage.

The following policies provide a strategy for the sensitive management of the Town's heritage resources.

7.2.1 Heritage Inventory (OPA#33)

The identification of the Town's heritage resources will comprise an important component of the preservation process. Collingwood should prepare and publish an inventory of identified resources including buildings, structures, monuments or artifacts of historical and/or architectural value or interest, and areas of unique, rare or effective urban composition, streetscape, landscape or archeological value or interest, in which each resource is appropriately described, illustrated and evaluated in terms of:

1. The architectural and/or historical value or interest of the resource in accordance with the criteria outlined in this Plan.

2. The contribution made by the resource to the effectiveness of the urban or rural composition, streetscape or landscape of which it may form part.
3. Where the information is available, the structural condition of the resource, including the need for and feasibility of undertaking its physical restoration or rehabilitation.
4. Where the information is available, the range of economic uses to which the resource might be put in accordance with the land use policies of this Plan.

To assist in the preparation of the inventory and in the future identification of other heritage resources:

1. Council may establish a Heritage Advisory Committee (Collingwood Heritage Committee) by passing a by-law pursuant to Section 28 of the *Ontario Heritage Act*.
2. Council may encourage the public and private sectors (Ministries, County, agencies, developers, etc.) to undertake analyses and/or surveys to identify sites of archeological significance.
3. Council may encourage the general public's involvement in the preparation of the inventory.

7.2.2 Designation of Heritage Resources

1. Designation of Individual Heritage Structures

In order to regulate the demolition, removal or inappropriate alteration of identified heritage resources of historical or architectural value or interest, Council may utilize the following procedures:

- a) Council may designate individual properties on the advice and recommendation of the Collingwood Heritage Committee, if one is established, by passing appropriate by-laws pursuant to Part IV of the Ontario Heritage Act.

Once a property is so designated, the demolition, removal or alteration of such buildings or structures, shall be in accordance with the provisions of the Ontario Heritage Act as administered by Council

- b) Council may pass by-laws providing for the acquisition by purchase, lease or otherwise of any property or part thereof, including any interest therein, in accordance with the Ontario Heritage Act.
- c) Council may enter into easement agreements or covenants with the owner of a designated property, register such easement or covenant against the real property affected in the land registry office, enforce such registered easement or covenant against the owner or any subsequent owner of such

real property and assign such easement or covenant to any person who, in the opinion of Council, will preserve and maintain the property to protect the heritage resource described in the heritage inventory.

2. Designation of Heritage Conservation Districts

Areas or neighbourhoods may exist within the Town of Collingwood, that warrant preservation due to their heritage value. Council may, in consultation with the Collingwood Heritage Committee, pursue the designation of such areas as Heritage Conservation Districts under Part V of the Ontario Heritage Act.

Once an area for possible future designation as a Heritage Conservation District is identified, a Heritage Conservation District Plan and study shall be prepared for Council's consideration in passing a by-law pursuant to Part V of the Ontario Heritage Act.

For the purposes of defining areas for possible future designation as Heritage Conservation Districts, regard shall be had for the urban or rural composition of the area, and the occurrence of buildings or structures of historical or architectural value or interest.

The provisions of Sections 7.2.2.1 of this Plan, shall apply with necessary changes, in respect to any building or structure and the land appurtenant thereto, that is situated within the area that has been designated as a Heritage Conservation District.

3. Register of Cultural Heritage Properties (OPA#33)

Council may include properties which have not been designated under either Part IV or Part V of the *Ontario Heritage Act*, but which have been identified by the municipality as having cultural heritage value or interest, in a register. The register shall include the legal description of the property, the name and address or the owner, a statement explaining the cultural heritage value or interest of the property and a description of the property's heritage attributes.

7.2.3 Implementation

In implementing the heritage conservation objectives of this Plan, Council shall have regard to the provisions of Section 8 of this Plan and the following:

1. Development and/or Redevelopment (OPA#33)

It is the intent of this Plan to require the conservation of sites of historical, architectural and/or archaeological interest or value as may be identified from time-to-time, whether or not such sites are identified in the heritage inventory. Accordingly, upon being advised that lands proposed for development or redevelopment may constitute or include a heritage resource of potential or acknowledged historical, architectural and/or archaeological value, Council may require the owner of such lands to carry out studies to:

- a) survey and assess the value of the historical, architectural and/or archaeological heritage resource;
- b) assess the impact of the proposed development or redevelopment on the historical, architectural, and/or archaeological heritage resource; and,
- c) indicate the methods proposed to be used to mitigate any negative impact
- d) of the proposed development or redevelopment on the historical, architectural and/or archaeological resource.

Council may defer approval or consideration of development proposals on lands accommodating an identified heritage resource, until the above studies are complete and Council is satisfied that the proposed work, can be undertaken in accordance with the municipality's heritage conservation objectives.

2. Public Works

In considering new public works such as road widening or improvements, Council may assess the potential impact of the proposed works on identified heritage resources and shall endeavour to ensure that the design of such projects provides for the mitigation of any negative impact.

3. Adjacent Lands (OPA#33)

In considering applications for development and site alteration for lands adjacent to identified cultural heritage resources, Council shall defer approval until it has been demonstrated to their satisfaction that the proposed work, can be undertaken in accordance with the municipality's heritage conservation policies.

4. Public Open Spaces

Where an identified heritage resource is located within a public open space, Council shall encourage the restoration, rehabilitation, use and maintenance of the heritage resource for a purpose compatible with the existing or proposed function of the open space, provided such use is consistent with the other policies of this Plan.

5. Heritage Fund

It is the intent of this Plan to encourage the restoration or rehabilitation or privately-owned heritage resources identified in the heritage inventory. Accordingly, Council may pass by-laws providing for the making of grants or loans to the owners of designated heritage resources for the purpose of paying for the whole or any part of the cost of the alteration of such designated resources, on such terms and conditions as Council may prescribe, where such alteration will serve to protect or enhance the heritage characteristics of the resource.

6. Demolition Control

Council shall, in conjunction with the Collingwood Heritage Committee, ensure that it has accurate and adequate architectural, structural and economic information to

determine the feasibility of rehabilitation and reuse versus demolition, when considering applications to demolish designated heritage resources.

Council may require that all heritage resources, which are to be demolished or significantly altered, are documented for archival purposes with a history, photographic record and measured drawings, prior to demolition or alteration, and that such documentation shall be the responsibility of the applicant in consultation with the Collingwood Heritage Committee (or the Ministry of Citizenship, Culture, and Recreation).

7.2.4 Public Awareness

Council shall encourage measures, which enhance public appreciation of heritage features, including the undertaking of studies to formulate and implement heritage plans and programs that promote public awareness of the Town's heritage resources.

8.0 IMPLEMENTATION

The Official Plan shall be implemented by the following means:

8.1 PROVINCIAL ACTS

Council shall implement this Official Plan by utilizing the power conferred upon it by the Planning Act, the Municipal Act and such other statutes as may be applicable.

8.2 MUNICIPAL BY-LAWS

8.2.1 Zoning By-law (OPA#16)

1. General

It is the intent of this Official Plan that a comprehensive amendment to the Town's Zoning By-law be brought into effect by Council in accordance with the policies and land use designations of the Official Plan. The six land use classifications shall be zoned in separate categories in the implementing Zoning By-law, and where appropriate sub-categories may also be developed and implemented.

The Zoning By-law will establish regulations to control the use of land, the minimum frontage and area of a parcel of land, the use of buildings and structures, and the height, bulk, location, size, floor area, spacing, character, and minimum opening elevation of buildings and structures in Collingwood. The Zoning By-law will also establish minimum setbacks from roads, standards for off-street parking, loading, landscaping and buffering. **(OPA#33)** The Zoning By-law provisions for a particular parcel of land shall not necessarily include the full range of uses generally contemplated for that designation and the uses permitted shall be tailored to what is appropriate for the specific location.

Although the Zoning By-law shall zone land in accordance with the land use designations and policies of this Plan, it is not intended that all areas designated for a particular land use necessarily be zoned immediately for such use. Rather, holding and development zones may be placed on certain areas until it is appropriate for development to occur.

Development zones established pursuant to Section 34 of the Planning Act (e.g. (Development Residential (DR) Zone) may be utilized when the final zoning sub-category has yet to be established. This category is used to delay development pending the passage of an amendment to the Zoning By-law undertaken in full accordance with the requirements of Section 34 of the Act including those dealing with the Act's notice and appeal procedures. Holding zones may also be utilized.

2. Zoning Amendments

Amendments to the Zoning By-law may be permitted when Council is satisfied that:

- a) The proposed use will not have a deleterious impact on adjacent uses as a result of increased traffic, stormwater drainage, noise or other factors deemed significant by the municipality.
- b) The proposed use does not pose a danger to adjacent uses by virtue of its hazardous nature.
- c) The proposed use will not pollute any water and/or soil or otherwise threaten the environment.**(OPA#16)**
- d) The proposed use conforms to the policies and designations of this Official Plan, the Official Plan of the County of Simcoe and the provision of the Planning Act.
- e) In order for an application for an Amendment to the Zoning By-law to be considered complete in accordance with Section 34 of the Planning Act, Council may require the submission of any number of the reports or studies listed in Section 8.13.**(OPA#16)**

3. Existing Uses

Uses of land which legally existed as of the date of adoption of this Official Plan may be recognized by an appropriate zoning category in the implementing Zoning By-law and extensions and/or the construction of accessory buildings may be permitted in accordance with any other applicable policies of this Plan.

8.2.2 Holding By-laws

1. General

Pursuant to Section 36 of the Planning Act, Council may pass a holding by-law for the purpose of delaying development within specific areas until the development criteria contained in the policies of the various land use designations in addition to all other relevant policies of the Municipality, County and Province has been satisfied. For example, a holding by-law could be utilized to enable the phasing of development and the provision of municipal services.

Without limiting the generality of the foregoing, it is the intent of this Official Plan that holding provisions may be applied in circumstances where Council is satisfied regarding the anticipated use of a parcel of land as designated in this Plan but considers the actual development of the lands for the intended use to be premature pending the requirements and/or conditions of development. Such municipal requirements and/or conditions of development may include, but shall not be limited to, the following:

1. that adequate municipal services, including water and sewer services, are available to service the proposed development,
2. that development or redevelopment is appropriately phased,

3. that a secondary plan or a comprehensive development plan for one or more parcels of land has been prepared,
4. that draft plans of subdivision/condominium and/or site plan agreements, where deemed appropriate, have been approved,
5. that necessary transportation facilities are available to service the proposed development,
6. that necessary studies, as required by Council, regarding the timeliness of development, such as market impact studies, have been prepared, and
7. that necessary studies, as required by Council and Simcoe County regarding the appropriateness of proposed development in a Waste Disposal Assessment Area.

2. Implementation

Land subject to holding provisions shall be identified within the implementing Zoning By-law by the placement of an “H” immediately before the relevant zone symbol. Permitted uses within areas subject to holding provisions shall be limited to the uses existing at the time of the passing of the holding by-law. The holding by-law may also be utilized to restrict the expansion of existing uses. Notwithstanding these limitations, Council may permit development, which it deems to be similar to or compatible with the designated land use as delineated on Schedule A - Land Use Plan to this Plan.

3. Removal of the Holding Symbol

The holding symbol shall be removed from the lands so zoned by an amendment to the Zoning By-law once Council is satisfied that development can proceed in accordance with the policies of this Plan.

8.2.3 Density Increases

Pursuant to Section 37 of the Planning Act, Council may, when appropriate for specific development proposals, consider increasing the minimum height and density criteria in return for the provision of such facilities, services or matters as are set out in the by-law.

8.2.4 Interim Control By-law

Where Council, has by by-law or resolution, directed that a review or a study be undertaken with respect to land uses in the Town or in defined areas of the Town, it may pass an interim control by-law pursuant to Section 38 of the Planning Act which serves to control the use of land, buildings or structures within the municipality or within the defined areas of the municipality that are subject to review and study.

8.2.5 Temporary Use By-law

Pursuant to Section 39 of the Planning Act, temporary uses may be permitted. Before passing a by-law to permit a temporary use, Council shall be satisfied that the following requirements which are relevant to the specific application are, or will

be, fulfilled in order to safeguard the wider interests of the general public:

1. that the proposed development or redevelopment is consistent with the temporary nature of the proposal,
2. that the proposed use will be compatible with adjacent uses,
3. that the size of the parcel of land and the building to be used is appropriate for the proposed use,
4. that services such as water, sewage disposal and roads are sufficient,
5. that matters such as noise, vibration, fumes, smoke, dust, odour, lighting and traffic generating capacity are considered to ensure that the impact of a temporary use will not be detrimental to adjacent uses or the wider community,
6. where necessary, neighbouring uses will be protected by the provision of areas for landscaping, buffering or screening, appropriate setbacks for buildings, structures or uses, devices or measures to reduce nuisances, regulations for alleviating adverse effects caused by outside storage, lighting, advertising signs, etc.,
7. that the by-law has suitable regulations in regard to setbacks, lot coverage, parking and other such items as may be required either through the text of the by-law or by reference to the municipality's Zoning By-law, and
8. that the use is in keeping with the intent of the Official Plan.

8.2.6 Property Standards By-law

Council may pass by-laws pursuant to the Ontario Building Code to establish minimum standards of maintenance for properties within the Town. Such a by-law shall be applicable to all properties and may contain requirements with respect to:

- garbage disposal,
- pest prevention,
- the safety and maintenance of buildings,
- the services to buildings such as plumbing, heating, electricity,
- keeping lands free from rubbish and debris,
- maintaining yards, lands, parking and storage areas,
- maintaining fences, swimming pools, accessory buildings and signs, and
- occupancy standards.

1. Property Standards Officer

Council may appoint *Property Standards Officers* who will be responsible for administering and enforcing the property standards by-law.

2. Property Standards Committee

Council may appoint a *Property Standards Committee*, to hear appeals against an Order of the Property Standards Officer.

3. Public Land

Complementary to the enforcement of minimum standards on private property, Council shall undertake to keep in a well-maintained condition all municipally-owned properties and structures and to provide or maintain in good repair roads and sidewalks, etc.

8.2.7 Sign By-laws

Pursuant to the Municipal Act as amended, Council may pass sign by-laws to regulate the use of signage within the Town.

8.2.8 Fill By-laws

Pursuant to the Municipal Act as amended, Council may pass fill by-laws to regulate the alteration of the grade of land, and the placing or dumping of fill within the Town.

8.2.9 Tree Cutting By-laws (OPA#33)

Pursuant to the Municipal Act as amended, the County of Simcoe and Council may pass tree cutting by-laws to prohibit and regulate the injuring or destruction of certain trees within the Town.

8.3 SITE PLAN CONTROL

Section 41 of the Planning Act permits a municipality to require, as a condition of development or redevelopment, a site plan control agreement setting out the conditions of development. The Planning Act requires proposed site plan control areas to be shown or described in the Official Plan. The following subsections identify the areas and uses within Collingwood subject to site plan control, why it is required, its intent and the general objectives applicable to the areas or lands adjacent to the site plan control areas.

8.3.1 Purpose of Site Plan Control (OPA#16)

1. Site Plan Control shall assure that adequate mitigation measures and buffering is put in place between existing uses and new development where it is likely that, due to its nature, the new development could have a detrimental physical or visual impact on existing uses.
2. Site Plan Control shall be used to ensure adherence to proper development standards including the provision of adequate interior public walkways and accessibility for persons with disabilities.

3. Site Plan Control shall be used to ensure the safe and efficient movement of both vehicular and pedestrian traffic as it related to the exterior of the development and the surrounding area.
4. Site Plan Control shall be used to ensure that functional and attractive on-site facilities such as landscaping, lighting and garbage facilities are provided and maintained.
5. Site Plan Control shall be used to ensure the conveyance of any required lands or easements to the municipality for maintenance or improvements of drainage works, watercourses, public utilities, roadways or similar undertakings.
6. Site Plan Control shall be used to ensure proper grading, storm drainage and maintenance in regard to surface water and erosion.
7. The site plan approval process shall be used to control the massing and exterior design of buildings including without limitation the character, scale, appearance and design features. The site plan process shall also be used to assess and control the sustainability features of the exterior design of buildings.
8. The site plan approval process shall be used to control the sustainable design elements on any adjoining highway under a municipality's jurisdiction, including without limitation trees, shrubs, hedges, plantings and other ground cover, permeable paving materials, street furniture, curb ramps, waste and recycling containers and bicycle facilities.

8.3.2 Proposed Site Plan Control Areas

Council may pass a site plan control by-law pursuant to Section 41 of the Planning Act, to designate the following areas as proposed site plan control areas.

1. Environmental Protection

All areas designated *Environmental Protection Areas*, or classified *Environmental Protection - Natural Heritage Resource Areas*.

2. Recreation

All areas designated *Recreation*.

3. Residential

- a) All areas designated *Residential* except those used for single-detached dwellings, semi-detached dwellings, small-lot detached dwellings and duplex dwellings. This includes all multiple dwelling areas accommodating three or more dwelling units.
- b) All areas designated *Residential* within the defined Pretty River flood-fringe,

- c) including single-detached dwellings, semi-detached dwelling, small-lot detached dwellings and duplex dwellings.

4. Commercial (OPA#12)

All areas designated *Commercial*, being specifically, all permitted uses within the Downtown Core, Regional Commercial District, Resort Commercial, Mixed Use Commercial, Highway Commercial, Local Convenience Commercial (even if not on lands designated Commercial), Special Policy - Health Services, and Secondary Plan / General Commercial designations.

5. Industrial (OPA#13)

All areas designated Industrial, being specifically, all permitted uses within the General Industrial, Light Industrial, Industrial Park and Business Park designations.

6. Rural

All areas designated *Rural* except for single-detached residential and agricultural uses.

8.3.3 Plans and Drawings (OPA#33)

Council may require the submission of drawings showing plan, elevation and cross-section views for each building to be erected, including buildings to be used for residential purposes containing three or more dwelling units, which are sufficient to satisfy the requirements of Section 41(4) of the *Planning Act*.

8.3.4 Road Widenings

In an area where site plan control is in effect, a land owner may be required to dedicate land for the purposes of road widening subject to the following policies:

1. The road widenings which are acquired pursuant to Section 41 of the Planning Act, shall be identified on Schedule D, and may also include any County Road (in accordance with the County Official Plan) or Provincial Highway. In determining the amount of land to be conveyed Section 5.3.3; entitled Road Classifications may be used as a guide in determining the amount of land necessary to achieve the ultimate desired road width.
2. The land dedicated for road widenings shall generally be taken equally from the centre line of the original road allowance. However unequal widenings may be required as a result of inaccuracies in the original surveys, topographic features, historic building locations, significant environmental concerns or other conditions.

3. Land dedication for road widenings taken through the use of site plan control may only be taken in those areas defined as an area subject to site plan control.

8.3.5 Site Plan Control Agreements

In an area subject to a site plan control by-law, Council may require, as a condition of development, that an agreement be entered into between the municipality and an owner of land in the area. Such an agreement may stipulate, through the text of the agreement and/or through the use of plans and drawings, the location of buildings and structures to be erected and show or describe the location of all works and facilities provided for under Section 41 of the Planning Act.

8.4 ONTARIO BUILDING CODE

All construction shall adhere to the regulations of the Ontario Building Code and where applicable the Set Back By-law of the County of Simcoe.

8.5 PLANS OF SUBDIVISION/CONDOMINIUM (OPA#16)

All residential development, except minor infilling, shall take place by registered plan of subdivision/condominium. Council shall only approve those plans which comply with the policies of this Plan and which can be supplied with adequate services including water supply, sanitary sewer and storm drainage facilities, public roads, schools, police and fire protection.

In order for an application for approval of a plan of Subdivision /Condominium to be considered complete in accordance with Section 51 of the Planning Act, or Section 9 of the Condominium Act, 1998, Council may require the submission of any number of the reports or studies listed in Section 8.13.

Individuals proposing to develop lands shall enter into a subdivision/condominium agreement with the municipality addressing, among other things, engineering design requirements, cost responsibilities, security bonds, staging and development timing which shall be registered on title.

8.6 CONSENT POLICIES

8.6.1 General (OPA #16)

This Official Plan intends that the creation of new lots shall primarily occur by plan of subdivision. Therefore, an application to the Committee of Adjustment for consent to sever a parcel of land will only be considered when it is clearly evident that a registered plan of subdivision is not required in the public interest.

In considering applications for consent, the Committee of Adjustment shall be guided by policies of this section in addition to all other relevant policies of this Plan and to the matters contained within the Planning Act. The Committee of Adjustment may require the submission of any number of the reports or studies listed in Section

8.13. If an amendment to this Plan is necessary the application to Council shall precede consideration by the Committee of the consent.

8.6.2 Zoning

The proposed lot(s) and lands to be retained shall be of an appropriate size and have adequate frontage for the existing and proposed uses and the severed and retained lots must comply with the provisions of the implementing Zoning By-law. If an amendment to the Zoning By-law is necessary the applicant is encouraged to seek Council approval prior to consideration by the Committee of Adjustment of the consent. When a variance from the requirements of the Zoning By-law is required, it shall be included as a condition of approval of the consent, if the Committee is satisfied that a minor variance is appropriate.

8.6.3 Servicing

Consents to create new lots, may only be considered where the lands are serviced by full municipal water supply and sanitary sewage disposal systems, except for those lands specifically exempted from this requirement by this Plan.

8.6.4 Access

1. All lots created by consent, with exception of those that are also the subject of an application for a plan of condominium, shall have adequate and appropriate frontage on a public road, maintained year round.
2. Consents shall not be permitted where a traffic hazard will be created due to the curve, grade and/or existing traffic volumes on the road upon which the lot fronts.
3. The creation of lots with access to arterial roads shall be kept to a minimum.
4. Access to arterial roads, from low density residential uses (single-detached/semi-detached/small-lot single-detached/duplex dwellings) shall be discouraged and only considered where alternate access to a collector or local road is not possible.
5. The creation of lots shall only be permitted where access is to a road of suitable quality to accept traffic generated by the proposed land use.
6. Prior to the consideration of lot creation for lands fronting onto roads under the authority of the County of Simcoe or the Ministry of Transportation, the Town shall obtain confirmation from the appropriate road authority that that an access permit would be available for the proposed consent.

8.6.5 Parkland Dedications

In the case of a lot created for residential purposes, the Committee of Adjustment

may require the conveyance of up to a five percent (5%) parkland dedication or a cash payment in lieu of land.

In the case of a lot created for industrial or commercial purposes, the Committee of Adjustment may require the conveyance of up to a two percent (2%) parkland dedication or a cash payment in lieu of land.

8.6.6 Technical or Legal Consents

A Consent may be permitted for technical or legal reasons such as boundary adjustments, lot additions, easements, rights-of-way, leases, validation of titles, or other similar purposes that do not result in the creation of a new lot.

8.6.7 Preservation of Natural Features

Consent shall not be permitted where they may have a negative impact on significant natural heritage resources.

8.6.8 Future Development

Consents for any purpose that may inhibit or limit the potential for future planned development shall not be permitted anywhere within the municipality.

8.7 CAPITAL WORKS PROGRAM AND BUDGET

It is the intent of this Official Plan that, wherever possible, Council, on the basis of the policies contained within this Plan, establish a staged program for the implementation of community facility-related works, public works and/or any other municipally-assisted projects within the Town. A five-year capital improvement program should be developed to systematically implement it. This program should be reviewed annually as part of the capital budget procedure.

8.8 PARKING EXEMPTION

Council may, pursuant to Section 40 of the Planning Act, enter into agreements with an owner(s) of land, buildings or structures, whereby the owner(s) may be exempted from providing or maintaining parking facilities as may otherwise be required, in exchange for the payment of money to the municipality.

All money received by the Town under an agreement entered into pursuant to this section shall be paid into a special account, which may be used to offset municipal expenses related to the provision of parking.

Where an agreement has been executed, amendments shall not be required to either the Official Plan or the Zoning-By-law to give effect to the agreement and/or to facilitate the issuance of a building permit.

8.9 LEGAL NON-CONFORMING USES

Land uses which legally existed on the date of the approval of this Official Plan that

are neither designated in this Plan nor zoned in the implementing Zoning By-law as a permitted use are termed legal non-conforming uses and, in the long-run, should cease to exist. In some instances, however, it may be desirable to permit the extension or enlargement of such a legal non-conforming use in order to avoid unnecessary hardship to the landowner.

Any application for the extension or enlargement of a use which is not permitted in the implementing Zoning By-law but which legally existed at the time of the passing of such a by-law shall be dealt with in the following manner:

8.9.1 Land Acquisition

Pursuant to Section 34(8) of the Planning Act, Council may evaluate the possibility and feasibility of acquiring the property concerned at the time of the submission of an application for an extension or enlargement. At the same time, consideration may also be given to the possibility of relocating the use to a designated and zoned location where it would be able to function and produce under improved conditions in accordance with the policies of this Plan.

8.9.2 Section 34(10) - Zoning By-law Amendment

Pursuant to Section 34(10) of the Planning Act, if Council considers the purchase of the property to be unrealistic but nevertheless finds that the merits of the application deem it desirable to grant permission for the proposed extension or enlargement of any land, building or structure used for a use prohibited in the by-law; the municipality may pass an amendment to the Zoning By-law. Such a by-law may be passed without amending the Official Plan providing that:

- a) The proposed extension or enlargement of the legal, non-conforming use shall not unduly aggravate the situation created by the existence of the use, especially in regard to the policies of the Official Plan and the requirements of the implementing Zoning By-law applying to the area.
- b) The proposed extension or enlargement shall be in appropriate proportion to the size of the existing use established prior to the date of the passing of the implementing Zoning By-law.
- c) The characteristics of the existing use and the proposed extension or enlargement shall be examined with regard to noise, vibration, fumes, smoke, dust, odours, lighting and traffic-generating capacity. If one or more of the above nuisance factors will be created or increased so as to add significantly to the incompatibility of the use with the surrounding area, then no amendment to the implementing Zoning By-law shall be undertaken. The appropriate approval authorities will be consulted in dealing with extensions to non-conforming uses which may produce pollution problems.
- d) The neighbouring conforming uses will be protected by the provision of areas for landscaping, buffering, or screening or appropriate setbacks for buildings and structures, devices and measures to reduce nuisances and/or where necessary, by regulations for alleviating adverse effects caused by outside storage, lighting, advertising signs, etc. The above measures shall be applied to the proposed extension or enlargement and, wherever

- feasible, also be applied to the established use in order to improve its compatibility with the surrounding area.
- e) Traffic generation and parking conditions in the vicinity will not be adversely affected and traffic hazards will be kept to a minimum by appropriately-designed ingress and egress points to and from the site and improvements to site conditions especially in proximity to intersections, so as to provide maximum safety for pedestrian or vehicular traffic.
 - f) Adequate provision has been, or will be made for off-street parking, loading and unloading facilities.
 - g) Necessary municipal services such as storm drainage, water supply, sanitary sewage disposal facilities and roads are available or can be made available.

8.9.3 Section 45 - Committee of Adjustment Minor Variance

Pursuant to Section 45(2) of the Planning Act, the Committee of Adjustment may permit minor enlargements or extensions of legally-conforming buildings or structures but no permission may be given to enlarge or extend the building and structure beyond the limits of the land owned and used in connection therewith on the date the by-law was passed. Regard shall be had for the requirements as set out in Section 8.9.2.

8.10 SECONDARY PLANS (OPA#33)

8.10.1 Highway 26 East Corridor

The Highway 26 East Corridor between the Huronia Pathway road allowance in the north-west, the Town of Wasaga Beach in the south-east, Nottawasaga Bay in the north and the southerly limit of Highway 26, encompasses roughly 270 hectares (670 acres) and accommodates approximately 400 single-detached permanent and recreational residential dwelling units in addition to a small array of industrial and commercial uses.

A majority of the existing development in the corridor is situated between Beachwood Road and the Nottawasaga Bay shoreline with more sporadic but still substantial development being found to the south of Beachwood Road. Most of the corridor's vacant lands, up to the Highway 26 right-of-way, are categorized on Schedule B - Natural Heritage Resource Areas as Category 1 or 2 Woodland as per this Plan.

At the time of the adoption of this Official Plan, lands within the Highway 26 East Corridor were subject to a number of significant development constraints including a lack of full municipal services and substandard local roads as well as the aforementioned environmental limitations primarily involving the area's woodland. In view of these constraints, the Highway 26 East Corridor has been identified as a *Secondary Plan Area* on Schedule A - Land Use Plan with the intent that until the secondary plan is prepared, development be limited to that permitted by the Section entitled Relaxed Servicing Criteria of this Plan.

In addition, based on historic growth rates and the population allocation assigned to the Town of Collingwood by the Province and the County of Simcoe, the preparation of a secondary plan for the Highway 26 East Corridor will not be necessary during the planning period of this Official Plan.

In the period preceding the preparation of the secondary plan care shall be taken to maintain the integrity of the natural environment by preventing inappropriate development and through the upgrading of substandard services.

8.10.2 Mountain Road West Corridor

The Mountain Road West Corridor, located roughly between the Tenth Line in the east, (Grey) County Road 19 /Osler Bluff Road in the west, (Simcoe) County Road 32 (Sixth Street) in the south and the Georgian Trail and Nottawasaga Bay shoreline in the north, accommodates mixed but dispersed residential, commercial, industrial and recreational development. The area extends to Collingwood's extreme western boundary where it meets the eastern municipal boundary of the Town of The Blue Mountains and approaches the Blue Mountain/Intrawest recreational-resort area.

At the time of the adoption of this Official Plan, lands within the Mountain Road West Corridor were subject to a number of significant development constraints including a lack of full municipal services, increasing traffic volumes and the identified need to maintain the potential for a Provincial transportation corridor, waste disposal assessment areas and environmental limitations involving the Silver Creek watershed, and area woodlands. Beyond this, Council recognized that the formulation of a comprehensive policy framework for Mountain Road West focused on, among other things, land use and transportation linkages with the burgeoning recreational-resort development to the west could assist in the Town's continuing efforts to broaden its economic (tourism) base.

In view of these constraints, the Mountain Road West Corridor has been identified as a *Secondary Plan Area* on Schedule A - Land Use Plan with the intent that development be limited on the lands designated as Rural to that permitted by the Section entitled Relaxed Servicing Criteria of this Plan pending the preparation of a secondary plan. The constraints are particularly significant in Concession XII which in the Town's view, is the most likely location for a potential Provincial highway corridor. Until the precise location of this corridor is identified, applications for development within the Mountain Road West Corridor shall be forwarded to MTO for review.

In addition, as noted in Section 2.5.5, Growth Management – Residential Lands, based on the Town's land supply, historic growth rates and the population allocation assigned to the Town of Collingwood by the Province and the County of Simcoe, there is no need to re-designate further lands from Rural to urban uses until at a minimum the next five year review. Although it is the Town's preference that a secondary plan be completed for the entire area prior to development occurring, it is recognized that certain lands were designated for urban uses as of January 19th, 2012. When reviewing applications for development of the lands designated for urban uses, the Town shall consider the criteria set out in section 11.5 Mountain Road West Corridor.

8.11 AMENDMENTS TO THE OFFICIAL PLAN (OPA#16)

Should applications be submitted for, or changing conditions necessitate amendments to this Official Plan, such amendments shall be processed in full accordance with the provisions of the Planning Act, most particularly as they pertain to ensuring proper public notification.

In order for an application for an amendment to the Official Plan to be considered complete in accordance with Section 22 of the *Planning Act*, Council may require the submission of any number of the reports or studies listed in Section 8.13.

Amendments to the Official Plan shall proceed in accordance with the approval requirements set out herein in addition to any others deemed appropriate by the Town of Collingwood, in consultation with the County of Simcoe. The responsible approval authority (Town/County) may be assisted in their review of a proposed amendment by technical support ministries or agencies, such as the Ministry of the Environment, Ministry of Natural Resources, Nottawasaga Valley Conservation Authority, and/or may engage other qualified professionals to undertake peer reviews of (technical) reports prepared in support of an amendment proposal or request.

In order for an application for an Amendment to the Official Plan to be considered complete in accordance with Section 22 of the *Planning Act*, Council may require the submission of any number of the reports or studies listed in Section 8.13.

8.12 PUBLIC INFORMATION (OPA#16)

In order to adequately inform the general public as to the policies and proposals contained herein, Council shall, upon receiving the County of Simcoe's approval of the Official Plan, reproduce the Plan and make it available to the general public.

In order to adequately inform the public and to obtain their views prior to consideration of an amendment to either the Official Plan and/or the Zoning By-law, Council shall have the option of requiring that an open house be advertised and held. The open house shall be held a minimum of 7 days prior to the public meeting.

8.13 PRE-CONSULTATION / ADDITIONAL INFORMATION AND MATERIAL (OPA#16)

Prior to submission of an application for an Official Plan Amendment, a Zoning By-law Amendment, a Site Plan Control application and/or an application for Subdivision/Condominium approval, the person or public body requesting the amendment or approval shall submit a pre-consultation package for review by the municipality. Pre-consultation may also be required prior to the submission of an application for consent.

During the pre-consultation process the nature and scope of studies to be prepared in support the application shall be identified. The studies required may include any of the following:

- Active Transportation Report
- Affordable Housing Report
- Archeological Assessment
- Cultural Heritage Report
- Environmental Site Assessment
- Environmental Impact / Natural Heritage Study
- D4 Landfill Study
- Economic Cost Benefit Impact Analysis
- Electrical Economic Evaluation Plan
- Fire Safety Plan
- Fisheries Impact Study
- Flooding, Erosion and Slope Stability Report
- Functional Servicing Report
- Geotechnical /Soil Stability Report
- Growth Management Report
- Heritage Impact Assessment
- Hydrogeological /Hydrology Study
- Illumination Study
- Marina or Coastal Engineering Study
- Master Fire Plan
- Needs/Justification Report
- Noise Study
- Odour /Nuisance /Dust /Vibration Study
- Parking Report/Analysis
- Planning Report
- Shadow Analysis
- Spray Analysis - Golf Courses
- Stormwater Management Report
- Sustainability Analysis
- Traffic Impact Study
- Tree Preservation Plan
- Urban Design Report including Architecture and Streetscape Design
- Wellhead Protection Area - Risk Assessment Report
- The studies required by Section 4.4.3.7 of this Official Plan

In addition, under exceptional site circumstances, the Town may require further or other reports which it determines are necessary to address such exceptional circumstances.

The costs associated with all required studies shall be borne by the applicant. Costs incurred by the municipality in engaging peer review consultants in order to evaluate the proposal and supporting submissions shall also be borne by the applicant.

9.0 INTERPRETATION

9.1 LAND USE BOUNDARIES AND ROADS

It is intended that the boundaries of the land use classifications and the location of roads as shown on the Land Use Plan and Transportation Plan attached hereto as Schedules A and D, be considered as approximate and generally shall be bounded by roads, railways, shorelines, rivers, canals or other similar geographical areas. It is also intended that the boundary areas, as indicated on Schedules B, C, D, E and F be considered as approximate and not absolute. Therefore, amendments to the Official Plan will not be required in order to make minor adjustments to the approximate land use boundaries, location of roads, density, or **(OPA#33)** service area boundaries, provided that the general intent of the Official Plan is preserved. Such minor deviations will not be reflected on the attached Schedules A, B, C, D, E and F.

9.2 SCHEDULES D1 & E1 (OPA#33)

Amendments to the Official Plan will not be required to make either minor or major adjustments to Schedules D1 and E1 of this Plan. These Schedules are intended to provide additional information, which will be of assistance to those interpreting this Plan. They are not to be treated as formal land use planning tools with the same weight as the balance of the Schedules. Adjustments to Schedules D1 and E1 will require the approval of the Town of Collingwood.

9.3 NUMERIC STANDARDS

It is intended that all numeric standards, including any in relation to minimum lot areas, or frontages, population or housing projections, be considered approximate and not absolute. Amendments to this Official Plan shall not be required for minor variations from the criteria providing the general intent of the Plan is maintained.

9.4 ACCESSORY USES

Wherever a use is permitted in a land use designation, it is intended that uses, buildings or structures normally incidental, accessory and subordinate to that use shall also be permitted.

9.5 SUBSEQUENT LEGISLATION

Where a Provincial or Federal Act, regulation or guideline or section thereof is referred to in this Official Plan, it is intended that such reference be interpreted to include any subsequent legislation, regulation or guideline that may replace the specified Act. Similarly, where reference is made to County or Provincial Ministries or agencies, it is intended that such reference be intended to include any Ministry, agency or government branch who may assume responsibility for a particular policy/regulation currently administered by the referenced organization.

9.6 TECHNICAL REVISIONS (OPA#33)

Where an error is discovered in the text or a Schedule such as a typographical, grammatical, spelling, numbering or other similar type of mistake, the error may be corrected without obtaining an amendment to the Official Plan provided that the general intent, purpose and substance of the Official Plan is maintained.

10.0 GLOSSARY OF TERMS

For the purposes of this Official Plan, the following definitions shall govern unless the context indicates otherwise. A definition shall provide a guide to assist in the preparation of the implementing Zoning By-law.

Accessory Apartment (OPA#33) a self-contained dwelling unit accessory to, and located within, a main permitted residential use.

Accessory Building or Structure shall mean a building or structure that is customarily incidental and subordinate to a main or principal use, building or structure located on the same lot.

Accessory Use shall mean a use customarily incidental and subordinate to and exclusively devoted to the main or principal use or activity on the lot, building, or structure and which is carried on upon the same lot as such main or principal use, building or structure.

Assembly Hall shall mean the use of land, building, or structure in which facilities are provided for such purposes as meetings for civic, educational, political, religious or social purposes. (OPA#10)

Automotive Parts and Accessories Store (deleted OPA#21)

Bed and Breakfast Accommodation (OPA#34) shall mean a type of home occupation in a single-detached dwelling in which not more than 3 rooms are offered for rental to the traveling public, for overnight accommodation on a temporary basis, by the permanent occupant of the dwelling, and in which prepared food may be provided as part of the rental fee.

Building shall mean a structure having a roof, supported by columns or walls or supported directly on the foundation and used for the shelter or accommodation of persons, animals or goods.

Building By-law shall mean the Ontario Building Code Act, and the regulations made thereunder, as may be amended, replaced or re-enacted from time-to-time.

Business Office shall mean the use of land, building or structure in which one or more persons are employed in the management, direction or conducting of a business or where professionally-qualified persons and their staff serve clients who seek advice, or consultation and for the purposes of this Plan may include the administrative offices of a non-profit or charitable organization. (OPA#10)

Business Type Hotel or Motel shall mean the use of land, building or structure for a hotel or motel primarily designed to provide basic short term overnight accommodation with limited accessory facilities and services. (OPA#11)

Business Service Establishment

Shall mean the use of land, building or structure for an establishment known as a copy shop, primarily engaged in providing mailbox rental and other postal and mailing services (except direct-mail advertising), and establishments that provide a range of office support services, such as mailing services, copying services, facsimile services, word processing services, on-site personal computer (PC) rental services and office product retailing. (OPA#13)

Campground – Private (deleted OPA#21)

Coach House (OPA#33) a type of second unit located above or attached to a detached accessory garage.

Conservation shall mean the preservation, protection and improvement of the natural environment through a comprehensive management and maintenance program administered by the Town of Collingwood, County of Simcoe, Nottawasaga

Valley Conservation Authority, Ministry of Natural Resources or other public authority for individual or public use.

Conservation Area (~~deleted OPA#21~~)

Convenience Store shall mean the use of land, building or structure for establishments primarily engaged in retailing a limited line of convenience items that generally includes milk, bread, soft drinks, snacks, tobacco products, newspapers and magazines. These establishments may retail a limited line of canned goods, dairy products, household paper and cleaning products and provide related services, such as lottery ticket sales and video rental. (**OPA#10**)

Council shall mean the Municipal Council of the Corporation of the Town of Collingwood.

Custom Workshop shall mean the use of land, building or structure for a trade, craft or guild, where fabrication or manufacturing is performed in small quantities requiring manual or mechanical skills and may include a light contracting business, a carpenter's shop, a locksmith's shop, a gunsmith's shop, a tinsmith's shop or similar uses. (**OPA#11**)(**OPA#21**)

Day-Care Centre (~~deleted OPA#21~~)

Department Store shall mean the use of land, building or structure for establishments, known as department stores, primarily engaged in retailing a wide range of products, with each merchandise line constituting a separate department within the store. Selected departments may be operated by separate establishments, on a concession basis. (**OPA#10**)

Deposit-Taking Institution shall mean a facility such as a bank, trust company, or credit union providing a limited range of retail banking services, staffed to provide service at least each weekday during normal banking hours.

Dwelling (~~deleted OPA#21~~)

Dwelling Unit shall mean a *suite* within a building that is permanently affixed to a foundation used or intended to be used as a domicile by one or more persons and containing cooking, eating, living, sleeping and sanitary facilities, but shall not include any motor vehicle, recreational vehicle, a retirement home, a tent or short term accommodation. (**OPA#21**)

Dwelling, Group or Cluster shall mean two (2) or more residential buildings on the same lot. (**OPA#21**)

Eating Establishment (~~deleted OPA#10~~)

Existing, unless specifically indicated otherwise, shall mean a building or structure already erected, or the occupancy of such building or structure or the activity on the land on the date of passing of this Official Plan.

Financial and Insurance Service Offices shall mean the use of land, building or structure in which one or more persons are primarily engaged in providing specialized services in financial intermediation, facilitate or support financial intermediation and employee benefit programs, and engage in the pooling of risk by underwriting annuities and insurance but exclude banks. They include investment products and services such as asset management and custody services, intermediate and advisory services (stock brokers and discount brokers), securities brokerage, insurance brokerage, insurance underwriting, and reinsurance, and claims adjusters, including all related activities. (**OPA#11**)

Food Supermarket, Large (OPA#10**)**

Food Supermarket shall mean the use of land, building or structure for establishments, known as supermarkets, primarily engaged in retailing a general

line of food, such as canned, dry and frozen foods; fresh fruits and vegetables; fresh and prepared meats, fish poultry, dairy products, baked products and snack foods. These establishments also typically retail a range of non-food household products, such as household paper products, toiletries and non-prescription drugs.

Supermarkets may also include a dispensing pharmacy and limited lines of other non-food retail merchandise. **(OPA#10)**

Fraternal Organization (deleted OPA#21)

Garden Suites (OPA#33) a type of second unit located within, and occupying wholly, a detached accessory building that for the purposes of this Plan may or may not be portable in nature.

General Merchandise Store shall mean the use of land, building or structure for establishments for the retail of general merchandise not otherwise classified such as catalogue show rooms, agricultural co-op stores, variety stores, country general stores. This shall not include department stores, warehouse membership clubs, or home and auto supply stores. **(OPA#10)**

Gross Leasable Area shall mean the total floor area of a building or complex of buildings, or of a particular use or component of such building or buildings, including all levels, measured from the outside face of outside walls and the centerline of common walls, excluding the area of any floor area used for vehicular parking, mechanical facilities or access thereto, public washrooms, and public circulation facilities such as indoor malls and concourses.

Height shall mean the vertical distance of a building measured from grade, and

1. In the case of a flat roof, the highest point of the roof deck surface, and
2. In the case of a gable, hip, gambrel or mansard roofs the highest point of any roof ridge. **(OPA#21)**

Highway (deleted OPA#21).

Home and Auto Supply Store shall mean the use of land, building or structure for establishments primarily engaged in retailing a general line of auto supplies, such as tires, batteries, parts and accessories along with a line of home supplies such as hardware, housewares, small appliances, sporting goods, lawn and garden equipment and supplies, and shall include stores such as Canadian Tire. **(OPA#10)**

Home Centre shall mean the use of land, building or structure for establishments primarily engaged in retailing a general line of home repair and improvement materials and supplies, such as lumber, doors and windows, plumbing goods, electrical goods, floor coverings, tools, housewares, hardware, paint and wallpaper, and lawn and garden equipment and supplies. The merchandise lines are normally arranged in separate sections. These establishments may provide installation and repair services for the merchandise they retail. **(OPA#10)**

Home Improvement Store shall mean the use of land, building or structure for establishments in retailing home furnishings, such as floor coverings, window treatments, kitchen and tableware, bedding and linens, lamps and shades, bathroom accessories, and pictures and picture frames. **(OPA#10)**

Home Occupation shall mean any business which is carried on for gain or profit, as an accessory use and only by members of the one household residing within the dwelling house or unit, except as specifically otherwise permitted.

Household (deleted OPA#21).

Hotel shall mean the use of land, building or structure for establishments primarily engaged in providing short-term lodging in facilities known as hotels. These establishments provide suites or guest rooms, accessible from the interior only, and

they may offer guests a range of complementary services and amenities, such as food and beverage services, parking, laundry services, swimming pools and exercise rooms, and conference and convention facilities. **(OPA#10)**

Hotel/Motel Unit *(deleted OPA#10)*

Hotel/Motel Suite *(deleted OPA#10)*.

Impacted Soils shall mean mineral, non-putrescible soil material which may exceed the soil, ground water, and sediment standards for use under Part XV.1 of the Environmental Protection Act, Table 3 Criteria for full depth generic site condition standards in a non-potable ground water condition.” **(OPA#2)**

Landscaped Open Space shall mean the open unobstructed space from ground to sky at finished grade on a lot accessible by walking from the street on which the lot is located and which is suitable for the growth and maintenance of grass, flowers, bushes and other landscaping, an unenclosed and outdoor swimming pool, and includes any surfaced walk, patio or similar area, but does not include any driveway or ramp, whether surfaced or not, any parking area or any open space beneath or within any building or structure.

Laundromat *(deleted OPA#10)*

Live/Work Residential *(deleted in its entirety OPA #38)*

Lot shall mean a parcel or tract of land described in a deed or other legal document which is legally capable of conveying title, and:

is a whole lot or block described in accordance with and is within a Registered Plan of Subdivision, which has not been deemed by the Town not to be a Registered Plan of Subdivision under a by-law passed pursuant to the Planning Act,

is a legally-separated parcel of land without any adjoining or abutting land being owned by the same owner or owners as of the date of adoption of this Official Plan, or

the description of which is the same as in a deed which has been given consent pursuant to the Planning Act, or

is the whole remnant remaining to an owner or owners after a conveyance is made with consent pursuant to the Planning Act, but for the purposes of this paragraph, no parcel or tract of land ceases to be a lot by reason only of the fact that a part or parts of it has or have been conveyed to or acquired by the Town of Collingwood, County of Simcoe, Province of Ontario, Dominion of Canada, Public Authority; or

is ordered by the municipality to have not been created by a contravention of the Planning Act or any predecessor thereof, pursuant to the authority of the Planning Act.

Manufacturing, Processing, Assembling or Fabricating shall mean the use of land, building or structure where the process of producing any product by hand or mechanical power or machinery is carried on. **(OPA#11)**

Medical Clinic shall mean the use of land, building or structure for establishments of more than one licensed member of the medical profession including physicians, dentists, chiropractors or therapists primarily engaged in a private or group practice of general or specialized medicine or surgery. **(OPA#10)**

Medical Office **(OPA#18)**

Mini-Storage Warehouse shall mean the use of land, building or structure for the renting or leasing of individual self-storage warehouse units that are divided by

common wall, or in addition to, a common floor. **(OPA#11)**

Mixed Use Block (OPA #20) shall mean a place with a synergistic mix of uses that expand the diversity of people's experiences and options. Mixed-use developments and redevelopments are real estate projects that integrate complementary combinations of civic, retail, office, residential, hotel, recreation, and/or other functions.

Motel shall mean the use of land, building or structure for establishments primarily engaged in providing short-term lodging in facilities known as motels. These establishments accommodate clients traveling by motor vehicle, and provide short-stay suites or guest rooms with direct exterior access to rooms and parking areas adjacent to the room entrances. Limited complementary services and amenities may also be provided. **(OPA#10)**

Motor Vehicle Gas Station shall mean the use of land, building or structure for establishments primarily engaged in retailing motor vehicle fuels combined with the retail sale of a limited line of merchandise, such as milk, bread, soft drinks and snacks in a convenience store setting. **(OPA#10)**

Motor Vehicle Repair Garage shall mean the use of land, building or structure for establishments primarily engaged in providing a range of mechanical and electrical repair and maintenance services for motor vehicles, such as engine repair and maintenance, exhaust system replacement, transmission repair and electrical system repair. **(OPA#10)**

Park, Private shall mean an open space or recreational area or building, other than a public park, operated on a commercial and/or private member basis, which is devoted to one or more of the following uses or activities or to a similar type of use or activity:

- i) a golf course, yacht club, hockey or curling rink, health club, marina,
- ii) areas for walking, riding and cross-country skiing, but does not include the racing of animals, motor vehicles, motorcycles or snowmobiles,
- iii) accessory recreational or playground uses such as picnic areas, tennis courts, lawn-bowling greens, outdoor skating rinks, athletic fields, swimming pools and similar uses, buildings and structures accessory to the foregoing such as a refreshment booth or pavilion, a laundromat in conjunction with a marina, dining and recreation facilities and administrative offices to service the clients or members utilizing the principal private recreation use, a clubhouse, only where accessory to a golf course, which may include dining and recreational facilities to service the clients or members utilizing the golf course, and parking lots accessory to the foregoing.

Park, Public shall mean any open space or recreational area, owned or controlled by the Town or by any Board, Commission or other authority established under any statute of the Province of Ontario and may include therein neighbourhood, community, regional and special parks or areas and may include one or more athletic fields, field houses, community centres, bleachers, swimming pools, greenhouses, botanical gardens, zoological gardens, bandstands, skating rinks, tennis courts, bowling greens, hockey and curling rinks, refreshment rooms, fairgrounds, arenas, health clubs, marinas, yacht clubs, golf courses or similar uses. The Public Park definition also encompasses buildings, structures and uses accessory to the foregoing including a refreshment booth or pavilion, administrative offices, an outlet for the sale of products associated with a principal public recreational use (golf pro shop/hockey equipment sales), dining facilities to service those members of the general public utilizing a principal recreational use, a

laundromat in conjunction with a public marina, an accessory parking lot and similar uses.

Parking Area shall mean an area provided for the parking of motor vehicles and may include aisles, parking spaces, pedestrian walkways, and related ingress and egress lanes, but shall not include any part of a public street. A Parking Area may, unless stipulated to the contrary, include a attached or detached private garage.

Person shall mean any human being, association, firm, partnership, incorporated company, corporation, agent or trustee, and the heirs, executors or other legal representatives of a person to whom the context can apply according to law.

Personal Service Shop shall mean the use of land, building or structure for establishments primarily engaged in providing personal care services, such as hair care and esthetic services, hair replacement and scalp treatment services, massage services, diet counseling services, opticians, denturists, ear piercing or tattoo services. **(OPA#10)**

Pharmacy Shall mean the use of land, building or structure primarily engaged in retailing prescription or non-prescription drugs and medicines. These establishments also typically retail snacks, cosmetics, personal hygiene products, greeting cards and stationery, and health aids, and may also include as additional retail uses confectionery, novelties and giftware, and cameras and photographic supplies. **(OPA#12)**

Portable Asphalt Plant shall mean the use of land, building or structure for equipment designed to heat and dry aggregate and to mix aggregate with bituminous asphalt to produce asphalt paving material, and includes stockpiling and storage of bulk materials used in the process, and is dismantled at the completion of the construction project. **(OPA#11)**

Professional Services Offices Shall mean the use of land, building or structure in which one or more persons are primarily engaged in the legal services industries, accounting and related services industries. Professional Services Offices include law offices and paralegal offices. They do not include establishments such as architectural and engineering services, specialized design services, computer system design, environmental consulting, scientific and technical consulting services, scientific research and development services, photographic services and all related activities that provide supportive services to various industrial uses. **(OPA#11)**

Provincial Highway *(deleted OPA#21)*

Public Authority shall mean Federal, Provincial, County or municipal agencies, and includes any Commission, Board, authority or department established by such agency.

Real Estate Service Offices Shall mean the use of land, building or structure in which one or more persons are primarily engaged in selling, buying, renting, leasing, or appraising of real estate for others including allowing the use of real estate assets. Real Estate Service Offices include Lessors of Real Estate, Real Estate Agents and Brokers, and Real Estate Appraisers. **(OPA#11)**

Restaurant shall mean the use of land, building or structure where establishments primarily engaged in providing food and beverage services to patrons, and also includes the serving of alcoholic beverages. **(OPA#21)**

Retail Commercial Establishment shall mean a building or part of a building used for the purpose of selling or offering for sale goods or services on an item-by-item basis directly to the public, and the incidental storage of those goods in limited

quantities sufficient only to service such store, but shall not include a department store, a food supermarket, a home and auto supply store, a home centre, a warehouse membership club, a motor vehicle dealership, recreation vehicle sales and light equipment sales and rental. **(OPA#12 & OPA#10)**

Retail Outlet for the Sale of Alcoholic Beverages shall mean a store primarily devoted to the retail sale of alcoholic beverages such as a Liquor Control Board outlet or a Brewers Retail store, but shall not include the accessory selling of wine for off-site consumption. **(OPA#21)**

Second Unit (OPA#33) a self-contained dwelling unit accessory to a main permitted residential use located within a detached accessory building.

Service Shop, Light Repair (deleted OPA#21)

Service Shop, Personal (deleted OPA#10).

Shopping Centre shall mean the use of land or building where a group of commercial establishments conceived, designed, developed, operated and managed as an interdependent and inter-related unit by a single owner or tenant, in which access by the general public is obtained from the outside through a common entrance or entrances to an internal, covered, common, climate-controlled mall or corridors onto which each individual commercial establishment shall front. **(OPA#21)**

Shopping Centre, Enclosed (deleted OPA#21)

Shopping Plaza (deleted OPA#21)

Similar Use shall mean a use of land, building or structure for a purpose which is not specifically mentioned within the Official Plan or implementing Zoning By-law as a permitted use, but which is determined to be similar to the permitted use.

Street shall mean a common and public street and includes any bridge, trestle, viaduct or other structure forming part of the street and, except as otherwise provided, includes a portion of a street. **(OPA#21)**

Structure shall mean anything constructed or erected, the use of which requires location on the ground, or attachment to something having location on the ground.

Supportive shall mean uses that would, in the ordinary course of business, provide services directly to uses, or for the management, design and/or creation of the uses, which are permitted within industrial areas such as business or professional consulting service providing the management, architectural, engineering, town planning, land surveying, industrial design and/or interior design services. **(OPA#11)**

Use shall mean, when used as a noun, the purpose for which a lot or building or structure, or any combination therefore, is designed, arranged, occupied or maintained and when used as a verb, "TO USE" shall have a corresponding meaning.

Utility shall mean any hard public service such as, but not limited to, water and sewer, stormwater management, electric, natural gas and communication services, owned and/or operated by the Town of Collingwood/ Collingwood Municipal Utility Services, County of Simcoe, Nottawasaga Valley Conservation Authority, Ontario Hydro, Enbridge Consumers Gas, Bell Canada, Roger's Cable, any agency department or ministry of the Government of Ontario or Canada or other similar public authority.

Vehicle (deleted OPA#21)

Warehouse Membership Club shall mean the use of land, buildings or structures for establishments primarily engaged in retailing a general line of grocery items in combination with a general line of non-grocery items, and typically selling grocery

items in larger formats. **(OPA#10)**

Waste Disposal Site shall mean a place where garbage, refuse or domestic or industrial waste, exclusive of liquid industrial waste, is disposed of, dumped, incinerated, recycled or otherwise processed.

Wayside Pits and Quarries shall mean the use of land, building or structure for a temporary gravel pit opened and used by or for a public authority solely for the purpose of a particular project. **(OPA#11)**

Workshop, Custom **(deleted OPA#11)**

Yard **(deleted OPA#21)**

11.0 ADDENDUM

This section identifies guidelines and criteria for various studies or technical evaluations that are referenced in the Official Plan. Amendments to the Official Plan will not be required to make changes to this Section of the Plan. Any changes will require the approval of the Town of Collingwood.

11.1 CULTURAL HERITAGE FEATURES EVALUATION CRITERIA

The following criteria shall be used in determining the archeological, historical or architectural value and/or interest of heritage resources that are included or contemplated for inclusion in a heritage inventory.

1. Archeological Value or Interest

A heritage resource shall be considered to have archeological value and/or interest if it has been designated by the Minister of Citizenship, Culture and Recreation to be of archeological and historical significance pursuant to the Ontario Heritage Act, or if it is an archeological site registered with the Provincial Archeological Site's Data Base or if the heritage resource satisfies at least two of the following criteria or one of the following criteria plus one of the criteria listed in Section 11.1.2 below, specifically:

- a) If the heritage resource dates from an early period in the development of the community historically and pre-historically.
- b) If the heritage resource is directly associated with an event which is recognized as having local, regional, Provincial, national or international heritage importance.
- b) If the heritage resource is representative and/or an illustration of the Town's social, cultural, political, economic or technological history.
- c) If the heritage resource as a result of its use for a community purpose over a long period of time is associated with the cultural heritage of the community.

2. Architectural and/or Historical Value or Interest

A heritage resource shall be considered to have architectural value or interest if, in the opinion of Council, it provides an open space required for a visual appreciation of a building or district of architectural value or interest, or if the heritage resource satisfies at least two of the following criteria or one of the following criteria plus one of the criteria listed in Section 11.1.1 above; specifically:

- a) If the heritage resource is a well-preserved, representative example of its architectural style or period of building.
- b) If the heritage resource is a good, well-preserved and representative example of a method of construction.
- c) If the heritage resource is a well-preserved and outstanding example of architectural design.
- d) If the heritage resource terminates a view or otherwise makes an important contribution to the urban or rural composition, streetscape or landscape of which it forms a part.

- e) If the heritage resource is generally recognized as an important Town landmark.
- f) If the heritage resource is a well-preserved example of outstanding interior design.
- g) If the heritage resource is an example of a rare or otherwise important feature of good urban or rural design, streetscaping or landscaping.
- h) If the heritage resource is a good representative example of the work of an outstanding local, national or international architect, engineer, builder, landscape architect, interior designer or sculptor.
- i) If the heritage resource associates with a person who is recognized as having made a significant contribution to the Town's social, cultural, political, economic, technological or physical development or who has materially influenced the course of local, regional, Provincial, national or international history.

3. The preparation of a Heritage Conservation District Plan will involve four primary phases.

a.) Background Study

Prior to the preparation of a Heritage Conservation District Plan a background study shall be undertaken which examines, the district's land use pattern; pedestrian and vehicular movements; the historical and/or architectural significance of individual buildings and sites; the physical condition of existing buildings, structures, roads and services etc.; ownership patterns; the socio-economic characteristics of the district's population; planning restrictions; the visual environment and methods of implementing and financing potential improvements.

b.) Heritage Conservation District Plan

On the basis of the background study a Heritage Conservation District Plan shall be prepared. The plan will define the special heritage characteristics of the district and provide recommendations regarding their preservation. The recommendations will relate to the physical, social and economic features of the district and provide a methodology for their implementation.

c.) Public Participation

Public involvement will be encouraged throughout the preparation of the Heritage Conservation District Plan, through the use of surveys, workshops and public meetings.

d.) Implementation

Council shall implement the Heritage Conservation District Plan by passing a by-law pursuant to Section 41 of the Ontario Heritage Act, and approval by the Ontario Municipal Board.

11.2 ENVIRONMENTAL IMPACT STATEMENT GUIDELINES

Where the preparation of an Environmental Impact Statement (EIS) is necessary to determine the suitability of proposed development and/or the adequacy of proposed mitigative measures in Category 2 *Environmental Protection - Natural Heritage Resource Areas* or adjacent to Category 1 or 2 *Environmental Protection - Natural Heritage Resource Areas*, it shall proceed in general accordance with the following:

11.2.1 Environmental Issues

1. General

The issues to be addressed and the complexity of an EIS will vary with the scale and type of development and/or its distance from the resource area in question and shall be determined on a site-by-site basis in pre-consultation with the Nottawasaga Valley Conservation Authority and the Town of Collingwood prior to the EIS proceeding. The following provides examples of the types of issues which may require consideration through an EIS study process.

The potential impact of development on groundwater quantity and quality and recharge/discharge functions.

- The potential impact of development on surface water quality and quantity temperature/conveyance.
- The potential impact of development on fish habitat.
- The potential impact of development on vegetation, wildlife and wildlife habitat.
- The potential impact of noise on wildlife.
- The quality and quantity of stormwater run-off.
- The potential impact of grade alterations and topsoil removal.
- The potential constraints open or closed solid waste disposal sites may place on development.
- Any other issues deemed to warrant consideration by the Town of Collingwood or other mandated approval authority.

2. Environmental Impact Statement (EIS) Content

Subject to the further requirements of the Town and/or the Nottawasaga Valley Conservation Authority an EIS shall include:

A description of the physical features of the lands proposed to be developed including buildings, structures, soils, vegetation, wildlife, topography, watercourses and other relevant features, together with a general description of the same physical features for lands adjacent to the proposed development site.

- A description of the development proposal including a detailed site plan.
- A description of the potential impacts of development on the site's natural resources.
- A review of alternate development options and alternate methods of mitigating the impacts of development.

- An analysis of the opportunities for environmental enhancement.
- The preparation of an implementation and monitoring plan.

11.3 FUNCTIONAL SERVICING PLAN (FSP)

Subject to any further requirements of the Town of Collingwood and/or the Nottawasaga Valley Conservation Authority and the County of Simcoe where required, an FSP shall include:

1. Servicing

- The site shall be identified within the context of the SWM facility catchments in which it is located.
- Upstream storm drainage areas shall be identified and the assumed design criteria for the upstream lands clearly stated.
- All storm outlets shall be identified, including size and invert elevation, and how (if applicable) they will be integrated with the Black Ash Creek Flood Control Project described in Section 3.9.
- Where there are external areas it shall be demonstrated that the proposed inverts within the site can adequately service upstream lands, without the need for adverse filling.
- External servicing requirements and improvements shall be identified.
- Temporary servicing schemes required to service the site shall be identified.
- The limits of any 1:100 year storm sewers shall be identified, as well as the hydraulic implications to upstream lands.

2. Grading

- A Conceptual Grading Plan shall be prepared for the site demonstrating that continuous major system flow routes have been provided which have sufficient capacity for the expected 100 year flows, and
- Highlighting areas where retaining walls or significant sloping is required to match existing grades.
- Where the development abuts an existing residence, sufficient detail shall be provided to demonstrate that existing drainage patterns will not be affected.
- Where the development abuts a “*Supporting Area*”, as identified in the Black Ash Creek Subwatershed Plan report, it shall be demonstrated how the grading ties into the grades of the *Supporting Area*. All proposed alterations shall be identified.
- Where the proposed development contains a channel that is designated for municipal drainage, a *Conceptual Grading Plan* shall be prepared that confirms the channel geometry.
- Where a development contains a SWM facility, a *Conceptual Grading Plan* shall be prepared which confirms the pond block area required to meet the discharge-storage curve given in the Black Ash Creek Subwatershed Plan report, as well as confirm that the Town’s SWM pond design criteria have been met.
- The SWM facility Grading Plan also shall show all side slopes and

demonstrate that adequate maintenance access has been provided. More detail on SWM facility expectations are provided below.

3. Stormwater Management

- If the site soils are adequate for soak-away pits or similar induced infiltration practices, then the design criteria for the soak-away pits shall be specified. The design criteria shall be consistent with the requirements of the MOE and Town of Collingwood.
- Release rates for external areas should be specified and it shall be demonstrated that the release rates at the site outlet are consistent with the release rates given in the Black Ash Creek Subwatershed Plan report.
- For industrial or commercial sites, a conceptual orifice tube detail shall be included showing that the orifice tube is located at the site property boundary and is entirely within municipal property.
- Sufficient detail shall be provided to demonstrate that all water quality control obligations have been met, as per the requirements of the Black Ash Creek Subwatershed Plan report. A conceptual post-construction monitoring plan also shall be presented.
- The conceptual design of the SWM facility shall include: storage volumes, water levels, water level fluctuations, inverts of inlets and outlets, berm elevations, slope information and any easement requirements. The relationship between the pond components (i.e., permanent pool, flood storage) shall be identified.
- The original assumptions in the Black Ash Creek Subwatershed Plan report pertaining to drainage area and land imperviousness shall be checked to confirm whether the SWM facility volume requirements are valid.
- Any fencing requirements for the SWM facilities shall be identified, as well as screening requirements adjacent to existing residences.
- The location of the 1:100 year and Regional Storm floodlines from the Black Ash Creek Subwatershed Plan report, in relation to the SWM facility, shall be identified.
- Where the existing riparian storage has been altered, it shall be demonstrated that the alterations satisfy the Floodplain Management Policies of the Province of Ontario.
- Water levels within channels conveying municipal drainage shall be presented and any impacts to upstream lands clarified.
- Preliminary sizing for all road crossings of channels shall be provided.

11.4 HIGHWAY 26 EAST CORRIDOR

The secondary plan shall establish the preferred land use pattern, road network, servicing approach and method of stormwater management for the corridor, as well as a policy framework, which minimizes the impact on natural heritage resources and facilitates the area's revitalization through appropriate improvement programs. In devising planning policy for the area, it is anticipated that the secondary plan analyses will, among other things, give full consideration:

1. to the transportation needs and demands of the secondary plan area with a focus on the planning implications involving the realignment of Highway 26 (e.g. access restrictions to new Highway 26/reduced traffic on old Highway 26),
2. and the establishment of a rational system of internal roads to service existing and future development,
3. to the optimum method of providing full municipal water and sewer services to the area,
4. to the environmental/recreational needs and opportunities of the area in the context of ensuring both the preservation of *Category 1 - Natural Heritage Resource Areas (Woodland/Valleyland)* and the provision of adequate recreation facilities,
5. to the stormwater management requirements of the area in order to establish stormwater constraints and the parameters for future development, and
6. to the need and/or opportunity for the area's revitalization through improvements to basic municipal services (e.g. sidewalks, street lighting) and/or the establishment of new schools, parks and/or commercial uses or facilities.

11.5 MOUNTAIN ROAD WEST CORRIDOR

The secondary plan shall establish the preferred land use pattern, road network, servicing approach and method of stormwater management for the area, as well as a policy framework which minimizes the potential impact of new development on natural heritage resources particularly Silver Creek. A key objective of the secondary planning process will be to develop a policy framework which promotes/encourages the movement of people between area resorts and key destinations within Collingwood such as the downtown and other centres of municipal economic activity, (e.g. hotels, restaurants, theatres).

In devising planning policy for the area, it is anticipated that the secondary plan analysis will, among other things, give full consideration:

1. to the secondary plan area's future land use relationship with the resort areas to the west (i.e. Intrawest/Osler Bluff). It is expected that this will include a detailed review of *regional growth trends* particularly as they relate to permanent and recreational population projections and future residential, commercial and recreational land need,
2. to *preferred forms of housing* in the context of projected residential demand, (eg. higher vs. lower density/upper end vs. affordable housing),
3. to the *preferred form/magnitude of development* in relation to the municipality's broad objective to maintain the Town's small-town atmosphere,
4. to methods of *forging permanent economic linkages* between the resort areas to the west and the Town. Planning mechanisms (land use/transportation) for encouraging the organized movement of people back

and forth between key business areas, such as the Intrawest village and Collingwood's downtown, will be a key facet of this analysis,

5. to the *transportation needs/demands* of the secondary plan area with a focus on regional transportation requirements (e.g. need for/location of a municipal by-pass), design requirements/preferences in relation to Mountain Road and the establishment of an internal system of arterial/collector roads to service new development. Planning conclusions regarding the land use/economic opportunities potentially afforded by improvements to Mountain Road and/or by the possible creation of one or more primary intersections within the secondary plan area (e.g. new municipal by-pass with Mountain Road), will partially derive from the transportation study's conclusions,
6. to the *environmental/recreational needs and opportunities* of the area in the context of ensuring the preservation of Silver Creek, Black Ash Creek and Category1 – Natural Heritage Resource Area (*Woodland/Valleyland/Provincially significant wetland*) in general. Functional and scenic trail and view corridor opportunities, and the desirability of maintaining a generous apportionment of *Greenland* will comprise part of this study phase,
7. to the *stormwater management* requirements of the area, which will comprise an important technical component of the broader environmental works and will identify stormwater constraints and the parameters for future development, and
8. to the optimum method of providing municipal *water and sewer* services to the areas, ideally within the context of the area's regional municipal relationships and opportunities.

11.6 TRAFFIC IMPACT STUDIES

The purpose of the Traffic Impact Study (TIS) is to examine the impact of traffic generated by a new use at its access and at nearby intersections and determine necessary road improvements. A traffic impact assessment is to relate to current and future traffic volumes and the level of improvements required. The need for and content of a TIS shall be determined in consultation with the Engineering Department and the appropriate road authority. Some of the topics which the applicant may be required to cover in this Study follow:

1. Development Plan – including general and specific uses, development size, number of residential units and/or floor areas, proposed access locations to roadways and adjacent development, internal road network, building locations, parking, etc., if available.
2. Trip Generation and Distribution – peak hour turning movements usually during peak hour of adjacent roadway. Peak hour may vary according to location, nature of use and season. For mixed use developments traffic

generation estimates are to be based on full development of the site and highest traffic generating uses.

3. Roadway volumes – peak hour directional volumes including source of information, as well as mix of vehicles.
4. Transportation Impact – assessment of traffic control and land requirements on roadway and development access as well as adjacent affected intersections.
5. Implementation – proposed timing of installation for the proposed improvements and/or developments and commitment of developer to undertake the necessary works.

