

Staff Report P2024-30

Committee 2024-11-18

Council 2024-12-02

Amendments

Submitted To: Council

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Subject: Approval and Authorization By-law to Execute a Site Plan Control Agreement and Approval of a Zoning By-law Amendment to Remove a Holding (H) Zone symbol – 11589 Highway 26 (Cranberry Marsh Estates)
Town File Nos. D11322 and D140924

Recommendation

THAT Report P2024-30, “Approval and Authorization By-law to Execute a Site Plan Control Agreement and Approval of a Zoning By-law Amendment to Remove a Holding (H) Zone symbol – 11589 Highway 26 (Cranberry Marsh Estates)” dated November 18, 2024 be received;

AND THAT Site Plan Application File D11322 be approved subject to the following conditions:

- Confirmation of municipal servicing capacity allocation;
- Resolution of any outstanding minor technical comments, including any associated plan revisions, to the satisfaction of Town departments and third-party peer reviewers;
- Written correspondence from the registered owner of 11555 Highway 26 granting permission to conduct off-site grading along the shared eastern property boundary and the associated removal of affected boundary trees;
- Approval of Minor Variance D1310724 by the Committee of Adjustment; and

- Resolution of the following prior to execution of the Site Plan Control Agreement to the satisfaction of the Nottawasaga Valley Conservation Authority (NVCA):
 - Issuance of all required permits by NVCA;
 - Payment of the required development fees in accordance with the NVCA's Fees Policy under the *Conservation Authorities Act*; and
 - Execution of the Wetland Compensation Agreement by the Owner and NVCA, including payment of the associated fees as outlined in the Agreement;
- Execution of a Site Plan Control Agreement with the Town of Collingwood;

AND THAT an Authorization By-law to execute the Site Plan Control Agreement for a residential development at 11589 Highway 26 be enacted and passed;

AND THAT this conditional Site Plan approval shall lapse three years from the date that the conditional approval was issued should a permit under the *Building Code Act* to implement the site plan not be issued;

AND THAT a Zoning By-law Amendment to remove the Holding Ten (H10) Zone symbol from 11589 Highway 26 be enacted and passed.

Amendments

During the November 18, 2024 Committee of the Whole meeting, questions and concerns were raised with respect to the proposed surface treatment and maintenance of the 3-metre wide trail block, minimizing the number of vehicular entrances off Highway 26, and visitor parking. At that time, staff indicated some additional details would be provided prior to the December 2, 2024 Council meeting.

Planning Services notes that development proposals on infill lots can be more challenging and typically require a greater need to balance community priorities due to their location, size, and configuration when compared to development proposals on larger greenfield sites. The developable portion of the subject property is approximately 0.9 hectares in area (approximately 46 metres in width and approximately 196 metres in

depth). This proposed infill development helps to reduce urban sprawl, is transit-supportive, and would achieve the highest number of dwelling units permitted, adding to local housing supply, while also providing an important public trail connection and private children's play area for the benefit of future residents.

Visitor Parking

Given the size and configuration of the subject property, including the Environmental Protection lands to the south, the developable area of the site could not accommodate the maximum number of residential units, the 3-metre wide trail block, the children's play area, and visitor parking. The Town's Zoning By-law requires 2 parking spaces per townhouse dwelling and does not require visitor parking for freehold townhouses. Given the visitor parking is essentially an interim requirement to facilitate the group or cluster townhouse buildings pending a future plan of subdivision application to create the individual freehold townhouse lots and considering the Town's new Official Plan policies that focus on reducing vehicle reliance and increasing transit and active transportation opportunities, the applicant prioritized maximizing housing supply and providing a children's play area and public trail connection over visitor parking.

Further to the concerns raised regarding spillover parking, Planning Services confirms that the private road will be a designated fire route and appropriate No Parking/Fire Route signage will be installed along this private roadway. Any vehicles parked in the fire route would be subject to enforcement by By-law Services, Fire Services, and the Ontario Provincial Police. In addition, upon further review, it has been confirmed that parking is currently permitted along the section of Highway 26 fronting the subject property, save and except for parking being prohibited from 1:00AM to 7:00AM December 1 through March 31 annually. Council could explore adding this section of Highway 26 to Schedule "A" of the Town's Parking By-law, should it be desired.

On November 28, 2024, the Town's Committee of Adjustment unanimously approved Minor Variance D1310724, including the reduction in visitor parking to 0 parking spaces to recognize the interim situation prior to the submission of a draft plan of subdivision application. The Committee's decision is subject to several conditions to further ensure

the development proceeds as proposed, including that Minor Variance D1310724 will expire should the future plan of subdivision not be registered within 3 years of the Committee's decision date. Should the Minor Variance expire, the developer would be required to redesign their proposal to include visitor parking. Minor Variance D1310724 is currently subject to a 20-day appeal period which expires on December 18, 2024. However, given the Province's recent changes to the *Planning Act*, which have considerably limited the appeal rights beyond the applicant and prescribed bodies, it is the opinion of Planning Services that advancing a recommendation for conditional Site Plan approval at this time is generally low risk.

Should Council wish to require visitor parking in association with freehold townhouses or other freehold residential dwelling types in the future, this matter would need to be addressed through the Zoning By-law Update project and considered in the context of the 2024 new Official Plan's direction to move away from a vehicle reliant culture.

Trail Block

With respect to the proposed trail block, the 3-metre wide trail would be constructed by the applicant and is proposed to be conveyed to the Town to provide an important public connection between the existing Vacation Inn and Cranberry Marsh trails located north and south of the subject property respectively. The trail would be separated from the private road by a concrete barrier curb with standard gutter per Ontario Provincial Standard 600.040. There is a proposed drainage bioswale along the eastern property boundary, immediately east of the proposed trail. In order for stormwater to sheet over the trail onto the private road and reduce the risk of washouts and ruts and the associated maintenance/repairs and potential liability concerns, PRC staff requested the trail be hard surfaced. Typically, a granular trail requires more maintenance with respect to weed control and surface repairs due to stormwater damage. The Town's ultimate goal is to 'groom' the Vacation Inn trail along Highway 26, including the new section being constructed fronting the Residences at Silver Creek development, to provide a continuous off-road winter trail access along Highway 26 for residents in the west end of town. The Town is also proposing to 'groom' the proposed trail over the subject property. Should the future condominium corporation want a higher standard of snow

removal along this trail block, the Town could grant an easement to facilitate private snow removal services at the condominium corporation's expense.

Highway 26 Entrance

There is an existing entrance to the subject property off Highway 26. The proposed redeveloped entrance would be 7.5 metres in width, satisfying the Town's minimum entrance width of 7.5 metres for a private condominium road. A Traffic Impact Brief, prepared by Tatham Engineering, was submitted in support of the proposed development. The Traffic Impact Brief concluded that given the limited traffic volume to be generated by the proposed development (12 trips during the AM peak hour and 14 trips during the PM peak hour) and in considering traffic volumes on the road system, the proposed development is not anticipated to have any significant operational impacts on Highway 26 and the surrounding lands. The operational assessment of the site access indicated that the intersection will experience adequate levels of service and average traffic delays for the northbound movements exiting the site through the 2031 horizon, thereby not triggering the requirement for any operational improvements. The anticipated wait time for vehicles turning left or right to exit the subject property is less than 2 minutes, with the ability for vehicles to utilize the centre turning lane to further reduce this time, and the anticipated wait time for vehicles entering the subject property is less than one minute.

In addition, the Traffic Impact Brief noted *'The proposed location for the site access was also reviewed to ensure the provision of adequate spacing between the site access and the Greentree Gardens and Emporium access. In consideration of the projected traffic volumes and the Transportation Association of Canada's driveway spacing guidelines for accesses onto an arterial road, the proposed location for the site access is considered appropriate. Furthermore, a review of the expected traffic queues indicates that such will be minimal and thus no interference is expected to highway operations and/or adjacent access operations.'* Further, the Traffic Impact Brief confirmed that the available sight lines on Highway 26 to the east and west of the site access exceed the minimum stopping sight distance requirement for a design speed of 70 km/h and that vehicles manoeuvring to and from the site can do so in a safe and efficient manner. The

proposed entrance and associated Traffic Impact Brief were reviewed by Engineering Services staff and found to be acceptable.

The pre-consultation application for the subject Site Plan application was received in June 2021. Subsequently, in October 2021, Planning Services received a pre-consultation application for an Official Plan Amendment and Zoning By-law Amendment for a proposed development concept at 11555 Highway 26 (Greentree Gardens). At that time, Planning Services encouraged the applicants to explore opportunities to consolidate the properties into one larger development parcel and/or minimize the number of entrances onto Highway 26. Planning Services understands there was no interest from either property owner to consolidate the two parcels and that given the subject development was in an advanced stage of technical design compared to the conceptual proposal and existing land use designations and zoning on the adjacent property, creating a road connection to the adjacent property was not feasible.

Furthermore, staff note that there is no planning policy framework or engineering design standard applicable to this project that would *require* the subject property to access Highway 26 via an adjacent private property. Per the Town's 2004 Official Plan, '*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.*' The proposed development is comprised of medium density residential uses, there are no collector or local roads in the vicinity of the subject property, and it has been confirmed through the Traffic Impact Brief that a traffic hazard would not be created.

As previously noted, the subject and adjacent properties have existing entrances off Highway 26. Furthermore, shared private roadways and infrastructure have recently been discouraged by members of Council and are no longer supportable through the Town's new Official Plan policies. However, the new Official Plan does provide the policy basis for the Town to require closing and consolidating multiple entrances or establishing entrances shared with abutting properties. Such requirements would be triggered in accordance with updated Engineering Standards, which are currently being

prepared. While the new Official Plan does not apply to the subject applications, augmented tools will be at the municipality's disposal for future proposals.

1. Executive Summary

The purpose of this Report is to provide Council with an analysis and recommendations regarding a proposed Site Plan and related Agreement and a Zoning By-law Amendment to remove the Holding Ten (H10) Zone symbol at 11589 Highway 26 to facilitate a residential development consisting of 26 townhouse dwellings on freehold lots (Parcels of Tied Land) with a common element condominium comprised of a private road and outdoor amenity space (children's play area). A trail block comprised of a 3-metre wide asphalt trail along the east side of the private road is also proposed to be conveyed to the Town. This trail block would connect the Town's existing multi-use 'Vacation Inn trail' along Highway 26 to the Town's 'Cranberry Marsh trail' located south of the subject property.

Based on the land-use planning analysis and the Town's development review process, Planning Services confirms that the submitted documents and plans illustrate a proposed use and associated site works that are in conformity to, or consistent with, the relevant land use planning instruments, save and except for zoning matters proposed to be addressed through Minor Variance D1310724. It is therefore recommended that the Site Plan be approved subject to:

- confirmation of municipal servicing capacity allocation;
- resolution of outstanding minor technical comments;
- receipt of written correspondence from the registered owner of 11555 Highway 26 regarding offsite grading works and boundary tree removals;
- approval of Minor Variance D1310724;
- resolution of outstanding NVCA matters; and
- the Owner entering into a Site Plan Control Agreement to the satisfaction of Senior Town Administration and the Town Solicitor.

It is further recommended that this conditional site plan approval shall lapse three years from the date that the conditional approval was issued should a permit under

the *Building Code Act* to implement the site plan not be issued. Additionally, it is recommended that a Zoning By-law Amendment to remove the Holding Ten (H10) Zone symbol from the subject property be enacted and passed. Staff would note that a future application for a condominium description and land division of the townhouse units will be required. Finally, though site plan approval matters have been delegated to staff as required by the *Planning Act*, this Site Plan Control application was received prior to the effective date of July 1, 2022, hence Council remains the approval authority.

2. Analysis

Background

The Owner, Hill Ridge Homes Inc., has made application to the Town for Site Plan Control and a Zoning By-law Amendment to Remove a Holding (H) Zone symbol to facilitate the development of 26 residential townhouse dwellings at 11589 Highway 26.

Property Description

Per Figure 1, the subject property is located on the south side of Highway 26, approximately 190 metres east of Vacation Inn Drive (a private road) and 280 metres east of Princeton Shores Boulevard. The property is approximately 1.2 hectares in size with approximately 46 metres of frontage along Highway 26 and is currently vacant.



Figure 1: 2024 Aerial Image of Subject Property
Source: Simcoe County GIS Maps

Surrounding land uses include Medium Density residential uses to the north and west (Wyldehood Cove and Whisper Woods residential condominium developments), Recreational and Highway Commercial uses (Greentree Gardens & Emporium) to the east, and Environmental Protection lands (Silver Creek Wetland Complex) to the south. Three transit stops are located within 300 metres of the subject property and the Town's multi-use 'Vacation Inn trail' runs along the frontage of the subject property.

The property is legally described as Concession 11, Part Lot 48; Registered Plan 51R38326, Part 1, Collingwood.

Proposal

The ultimate proposed development will consist of 26 townhouse dwellings on freehold lots (Parcels of Tied Land) with a common element condominium comprised of a 7.2 m wide private road and outdoor amenity space, including a children's play area. The 26 freehold townhouse lots are proposed to be created through a future Plan of Subdivision application and the common element condominium would be created through a future application for condominium exemption. A trail block comprised of a 3-metre wide asphalt trail along the east side of the private road is also proposed to be conveyed to the Town. This trail block would connect the Town's existing multi-use 'Vacation Inn trail' along Highway 26 to the Town's 'Cranberry Marsh trail' located south of the subject property.

A Minor Variance application (Town File D1310523) was approved by the Town's Committee of Adjustment on July 27, 2023 to facilitate the proposed future freehold townhouse lots. The variances associated with this application granted relief from the provisions of the Town's Zoning By-law to increase the maximum lot coverage (other than a bungalow) for townhouses in the Residential Third Density (R3) zone. As the freehold lots are proposed to be created through a future Plan of Subdivision application, the proposed development is currently considered 'group or cluster dwellings' per the Town's Zoning By-law. As such, a subsequent application for Minor Variance (Town File D1310724) is currently under review and is anticipated to be advanced to the November 28, 2024 Committee of Adjustment meeting for

consideration to address this interim zoning situation. The variances being sought under this application pertain to group or cluster zoning provisions including minimum rear yard, minimum rear yard setback for an unenclosed porch, minimum front yard, minimum front yard setback for an unenclosed porch, and visitor parking requirements. In addition, it was recently noted that one of the proposed future freehold townhouse lots is 3% below the minimum landscaped open space requirement and this was not addressed through Minor Variance D1310523. As such, it is also being considered under Minor Variance D1310724.

Water and Wastewater Capacity Allocation

A Functional Servicing Report, prepared by Tatham Engineering, was submitted in support of the proposed development. Based on the Town of Collingwood Development Standards dated July 2007 as well as the updated Development Standards pertaining to Sanitary and Watermain Design Flows, approved by Council on August 18, 2022, Environmental Services has estimated water and wastewater servicing capacity requirements to be 22 Single Dwelling Unit equivalents (SDUs) and 41 SDUs respectively to facilitate the proposed development.

Section A5 ‘Development Subject to the Allocation Policy’ of the Town’s Servicing Capacity Allocation Policy (SCAP) applies to the following growth and development, among others:

- a) Any development where an extension and/or the provision of new water and/or wastewater infrastructure is required;
- c) Any development requiring site plan approval.

Planning Services completed a merit-based evaluation of the proposed residential development against the SCAP. Per Appendix ‘A’, a total score of 42.5 points out of a possible 95 points (45%), was achieved by this development. This merit-based evaluation of the development proposal does not exceed the minimum 50% of the available points required for Council’s consideration when a request for allocation is received. However, Section A10 ‘Capacity Allocation Criteria’ allows for developments which score less than 50% of the available points to be considered for capacity

allocation by Council at their discretion. It is noted that the self-evaluation of the proposed development against the revised Capacity Allocation Criteria completed by the applicant identified a score of 58.5 points (62%).

The difference in points between the applicant's and Town staff's evaluations were generally consistent with many scores only varying by approximately 1-2 points. However, there was a more significant discrepancy in the Infrastructure and Public Facilities criteria where the applicant awarded points under all 3 criteria while staff only awarded points under 2 of the criteria. Staff are of the opinion that the proposed development does not include the completion, upgrade or reconstruction of required key infrastructure, such as road connections, transit facilities, and/or water and sewage infrastructure – noting points for the proposed active transportation infrastructure are awarded under the other 2 criteria in this section of the SCAP.

Planning Services notes it can be challenging under certain circumstances for smaller-scale development proposals that represent infilling to gain sufficient points as the SCAP must be applicable to all major developments, most of which are larger in scope. Based on the positive attributes of this development proposal, Planning Services would be prepared to recommend servicing capacity allocation despite the proposal achieving a score under 50%.

Planning Services notes that capacity allocation is not being committed through the conditional approval of this Site Plan Control application. In accordance with the approach approved by Council on January 30, 2023, the SCAP evaluation referenced above is being brought forward in a batch format for consideration of allocation under Report P2024-31 dated November 18, 2024. Building permits would not be available until the conditions of approval are fulfilled, including the allocation of municipal servicing and the execution of a Site Plan Control Agreement with the municipality.

Planning Analysis

The analysis section of this report provides a review of the proposed Site Plan and the Zoning By-law Amendment to remove the Holding Ten (H10) Zone symbol, relative to the planning and policy framework as follows:

Matters of Provincial Interest

The *Planning Act* provides that Council in carrying out their responsibilities under the *Act* shall have regard to matters of provincial interest.

Planning Services is satisfied that the proposed development has regard to the applicable matters of provincial interest and, more specifically, supports the following tenets:

- (a) the protection of ecological systems, including natural areas, features and functions;
- (f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- (h) the orderly development of safe and healthy communities;
- (i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;
- (j) the adequate provision of a full range of housing;
- (o) the protection of public health and safety;
- (p) the appropriate location of growth and development;
- (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; and
- (r) the promotion of built form that,
 - (i) is well-designed,
 - (ii) encourages a sense of place, and
 - (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

Provincial Bills 109 and 23 do not impact this Site Plan application. As the Site Plan Control application was received prior to July 1, 2022, Council remains the approval authority. The provisions of Section 41 of the *Planning Act* have been accounted for in the review and processing of this application.

Furthermore, in accordance with the Province's Housing Supply Action Plan, "use it or lose it" approach, and recent changes to the *Planning Act*, municipalities may now provide that the approval of a Site Plan lapses at the expiration of a specified

time period, currently not less than three years, to support the efficient allocation of housing-enabling infrastructure. Planning Services finds the Province’s “use it or lose it” tools to be reasonable and balanced in the continued drive toward shovel readiness for all types of development that contribute to complete and sustainable communities and is therefore recommending that conditional Site Plan approval lapse three years from the date of issuance should a permit under the *Building Code Act* to implement the site plan not be issued.

Provincial Planning Statement (2024)

Section 3 of the *Planning Act* requires that decisions affecting planning matters shall be consistent with policy statements issued under the Act. The Provincial Planning Statement (PPS) was issued under Section 3 of the *Planning Act* and came into effect on October 20, 2024. It replaces the Provincial Policy Statement (2020) and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020). The intent of the PPS is to provide policy direction on matters of provincial interest related to land use planning and development.

The PPS states that Settlement Areas shall be the focus of growth and development. Development within Settlement Areas shall be based on densities and a mix of land uses which efficiently use land and resources, optimize existing and planned infrastructure, support active transportation, and are transit supportive. The subject property is located in the Town of Collingwood which is a Settlement Area.

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

The PPS further notes that healthy, active and inclusive communities should be promoted by planning public streets, spaces and facilities to be safe and meet the needs of persons of all ages and abilities, including pedestrians, and facilitate active transportation and community connectivity; and plan and provide for the

needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including open space areas, trails and linkages.

The proposed residential development comprised of 26 townhouse dwelling units represents infill of a vacant, municipally serviced lot, minimizing the need for additional land consumption in greenfield areas. The subject property is located on an arterial road and has convenient access to municipal transit and active transportation opportunities. Furthermore, a 3-metre wide trail block is proposed to be conveyed to the Town that would connect the existing municipal multi-use 'Vacation Inn trail' along Highway 26 to the Town's 'Cranberry Marsh trail' located south of the subject property.

The PPS also states that natural features and areas shall be protected for the long term and that the diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored, or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features. In addition, the PPS states that development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions. This site is located in proximity to the Cranberry Marsh, which forms part of the Provincially Significant Silver Creek Wetland Complex.

An Environmental Impact Study (EIS), prepared by BIRKS Natural Heritage Consultants, was submitted in support of the proposed development and the EIS was peer reviewed by the Nottawasaga Valley Conservation Authority (NVCA), the Town's peer reviewer for natural heritage matters at the time. Through the completion of the EIS, Birks identified wetland habitats within and adjacent to the subject property limits, including a portion of the Silver Creek Provincially

Significant Wetland (PSW) Complex and an unevaluated wetland (deciduous swamp).

The portion of the Silver Creek PSW will be retained and protected during development through the implementation of a 30-metre Vegetation Protection Zone at the southern portion of the subject property. In addition, these Environmental Protection lands are proposed to be conveyed to the Town, further ensuring their long-term protection. For clarification, these lands are being provided in addition to the cash-in-lieu of parkland requirements. The unevaluated wetland is 0.16 hectare in area and is proposed to be removed to facilitate the construction of the residential dwellings and private road. This wetland is not hydrologically connected to the Silver Creek PSW and the EIS identified that the wetland conditions are likely attributable to seasonal flooding due to a blocked culvert. The function of the wetland, in terms of fauna and flora is limited to urban breeding birds and no amphibian breeding and/or rare vegetation species were documented. As such, in accordance with the NVCA Net Gains for Ecological Offsetting Guidelines, the NVCA has approved a cash-in-lieu approach for removal of this unevaluated wetland per the terms of a Compensation Agreement between the Owner and the NVCA.

The PPS further states that development shall generally be directed to areas outside of hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards. The subject property is within the regulatory jurisdiction of the NVCA due to flood hazards, wetlands, and the 30-metre buffer associated with the Cranberry Marsh and Cranberry Creek. The proposal includes minor regularization of the flood hazard, where the proposed road, children's play area, and environmental protection areas will be subject to flooding as well as some minor cut/fill. The NVCA has accepted the proposed minor regularization of the flood hazard. Furthermore, the proposed development has been extensively reviewed by NVCA engineering staff with respect to stormwater, general drainage, water balance, and groundwater per several technical submissions over the last 2.5 years and the NVCA has confirmed

they are supportive of advancing the proposed development for conditional site plan approval with the inclusion of the NVCA conditions identified in the Recommendation section of this report.

Planning Services is satisfied that the proposed development is consistent with the PPS.

County of Simcoe Official Plan

The subject property is designated 'Settlement' within the County of Simcoe Official Plan. The County of Simcoe Official Plan contains policies relating to the orderly development of those areas that are designated as Settlement, and in particular, an emphasis on development directed to Primary Settlement Areas. The Town of Collingwood is identified as a Primary Settlement Area.

The County's Official Plan identifies four themes of the planning growth management strategy including:

- Direction of a significant portion of growth and development to settlements where it can be effectively serviced, with particular emphasis on primary settlement areas;
- Enabling and managing resource-based development including agriculture, forestry, aggregates, and tourism and recreation;
- Protection and enhancement of the County's natural heritage system and cultural features and heritage resources, including water resources; and
- Development of communities with diversified economic functions and opportunities, and a diverse range of housing options.

The County's Official Plan identifies that a wide range of land uses in Settlements provides an opportunity for people to live, work, shop and find recreation in one compact community and that Primary Settlement Areas are required to develop as complete communities that are transit-supportive. The development of a wide range of housing types and costs, is a goal of the County's Official Plan.

Furthermore, the Plan states *'Intensification, or directing of development to the built-up area and serviced areas within settlement areas, contributes to compact*

development form and ‘...local municipalities shall promote and facilitate intensification and efficient use of land in built-up areas...’ In addition, it is an objective of the County’s Official Plan to promote healthy, complete, and accessible urban and rural communities that are in proximity to amenities, support services, and transit.

It is also a policy of the County’s Official Plan that the Town of Collingwood plans to achieve a minimum intensification target of 40% for all new residential units occurring annually to be developed within the built boundary.

Planning Services is satisfied that the proposed development represents an efficient use of land and services and would contribute towards the achievement of complete communities and compact urban form and is transit-supportive. In addition, the provision of a 30-metre Vegetation Protection Zone between the residential development and the Silver Creek PSW Complex and the proposed conveyance of the Environmental Protection lands to the Town further protects and enhances the County’s natural heritage system.

The proposed development would also contribute towards achieving the County’s minimum Town-wide 40% intensification target for Collingwood and provide a wider range of housing types and costs.

Planning Services is satisfied that the proposed development conforms to the general intent and purpose of the County of Simcoe Official Plan. The subject application was circulated to the County of Simcoe and no concerns were raised with conformity to the County’s Official Plan.

Town of Collingwood Official Plan (2004)

Schedule ‘A’ titled *Land Use Plan* designates the subject property as Residential and Environmental Protection

Schedule ‘B’ titled *Environmental Protection – Natural Heritage Resource Areas* identifies Category 1 Wetlands adjacent to the southern property boundary

Schedule 'C' titled *Residential Density* designates the subject property as Medium Density

Schedule 'F' titled *Urban Structure* identifies the subject property as Inside Built Boundary (Designated/Available Lands)

Environmental Protection Policies

The subject property is adjacent to the Silver Creek Wetland Complex, identified as a Category 1 Wetland. Per the 'Category 1: Adjacent Lands' policies, no development shall be permitted within 120 metres of a Category 1: Wetland unless the proposed methods of remediating the potential impacts of such development on adjacent resources are satisfactory to the Town of Collingwood and the NVCA and that this shall be demonstrated through the preparation of an EIS. More specifically, the Official Plan states that naturally vegetated buffers, generally extending a minimum of 30 metres from the edge of Category 1 resource areas shall be encouraged and that the precise nature of the buffers and their dimensions shall be determined on a site-by-site basis through the findings of an EIS.

As previously noted, an EIS, prepared by BIRKS Natural Heritage Consultants, was submitted in support of the proposed development and was peer reviewed by the NVCA, the Town's peer reviewer for natural heritage matters at the time. Through the completion of the EIS, a portion of the Silver Creek PSW (Category 1 Wetland) was identified on the southern portion of the subject property. This component of the Silver Creek PSW will be retained and protected during development through the implementation of a 30-metre Vegetation Protection Zone and dedication of these lands to the Town.

Again, as previously noted, a 0.16 hectare unevaluated wetland (deciduous swamp) is proposed to be removed in accordance with the NVCA Net Gains for Ecological Offsetting Guidelines. The NVCA has approved a cash-in-lieu approach for removal of this unevaluated wetland per the terms of the Compensation Agreement between the Owner and the NVCA.

The submitted EIS has been completed to the satisfaction of the NVCA for the purposes of delineating the limits of development and the NVCA has confirmed they are supportive of advancing the proposed development for conditional site plan approval with the inclusion of the NVCA conditions identified in the Recommendation section of this report.

Residential Policies

The Residential designation is intended to provide 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 complete community and compact urban form policies.

Residential Intensification Policies

Residential intensification means intensification of a property, site or area which results in a net increase in residential units or accommodation and includes the development of vacant or underutilized lots within previously developed areas and infill development.

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.

The proposed residential development of 26 townhouse dwelling units on a vacant infill lot represents a form of residential intensification within the built boundary. Furthermore, it is the opinion of Planning Services that the proposed development would satisfy the above-noted criteria as follows:

- Municipal water and wastewater servicing is available to the subject property and the proposed development is being brought forward for consideration of servicing capacity allocation under Report P2024-31 dated November 18, 2024;
- Sufficient community infrastructure, services and facilities are available and within reasonable proximity to the subject property – noting Princeton Shores municipal park is within 700 m, Pretty River Academy (private school) is within 200 m, and the subject property is immediately adjacent to the Town’s municipal trail system;
- The minimum parking requirements for the proposed future freehold townhouse lots have been satisfied and a Minor Variance to address the interim group or cluster dwellings situation with respect to visitor parking is currently under review;
- An outdoor amenity area, including a children’s play area, at the south end of the site to serve the development as a private common element as well as a public trail block conveyance to connect the existing municipal trail system are proposed;
- The submitted Traffic Impact Brief confirmed there will be limited traffic volume generated by the proposed development and would not have any significant operational impacts on Highway 26 and surrounding lands;
- As outlined further in the Urban Design Manual section of this report, the proposed development has considered urban design elements and the character of adjacent buildings and building design and landscaping measures have been proposed to provide suitable screening and buffering to surrounding properties and the Highway 26 streetscape; and
- Planning Services notes that natural heritage resources were thoroughly

assessed and addressed as outlined in previous sections of this Report.

Medium Density Residential Policies

The property is subject to the site-specific Medium Density Exception Four policies. Townhouse dwellings are a permitted use in the Medium Density Exception Four designation. Furthermore, the Medium Density Exception Four identifies that these lands shall not exceed a maximum density of 30 dwelling units per gross hectare. Based on a property area (excluding the Environmental Protection lands) of approximately 0.9 hectares, a maximum of 26 dwelling units would be permitted. The proposed development consists of 26 townhouse dwelling units and is consistent with the maximum permitted density.

Natural Hazards Policies

Planning and development decisions shall protect, improve or restore the quality and quantify of water and related resources where possible on an integrated watershed management basis. Furthermore, development and site alteration shall be restricted in or near sensitive surface water features and sensitive groundwater features and occur in a manner that will protect property and the health and safety of the public from natural hazards such as flooding and erosion. In addition, it is an objective of the Town to minimize the volume and maximize the quality of surface drainage from new development. All applications for major development shall be accompanied by a Stormwater Management Report to the satisfaction of the Town and the NVCA.

The subject property is within the regulatory jurisdiction of the NVCA due to flood hazards, wetlands, and the 30-metre buffer associated with the Cranberry Marsh and Cranberry Creek. A Stormwater Management Report, prepared by Tatham Engineering, was submitted in support of the proposed development. The proposal includes minor regularization of the flood hazard, where the proposed road, children's play area, and environmental protection areas will be subject to flooding as well as some minor cut/fill. The NVCA has accepted the proposed minor regularization of the flood hazard. Furthermore, the proposed development has

been extensively reviewed with respect to stormwater, general drainage, water balance, and groundwater per several technical submissions over the last 2.5 years and the NVCA has confirmed they are supportive of advancing the proposed development for conditional site plan approval with the inclusion of the NVCA conditions identified in the Recommendation section of this report.

Conservation Authorities Policies

The Town of Collingwood shall consult with 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. All development within the areas regulated under the *Conservation Authorities Act* shall be subject to the permit process administered by the NVCA. As previously noted, extensive consultation has occurred with NVCA over the past 2.5 years with respect to the subject applications and the proposed development will be subject to the NVCA permitting process.

Trail Systems Policies

The establishment of an interconnected system of trails throughout the municipality and into the surrounding region is an objective of the Town's Official Plan. It is intended that separate trail networks for non-motorized activities and motorized use be separately interconnected to provide continuous passage across the municipality and into the surrounding region. While Collingwood already has a well-established system of trails, Council will have regard for long-range trail opportunities.

As previously noted, the conveyance of a significant 3-metre wide asphalt trail connection between two existing municipal trails – the 'Vacation Inn trail' to the north and the 'Cranberry Marsh trail' to the south is proposed, which will further contribute to the interconnectedness of the Town's trail system.

Based on the foregoing, Planning Services is satisfied that the proposed development conforms with the general intent and purpose of the Town's Official Plan (2004).

Town of Collingwood New Official Plan (2024)

On September 24, 2024, the County of Simcoe approved the Town's new Official Plan, subject to a 20-day appeal period. However, as this application was received prior to the new Official Plan being approved, the proposed development was assessed for conformity to the Town of Collingwood Official Plan (2004), as amended.

Town of Collingwood Zoning By-law

The Town of Collingwood Zoning By-law No. 2010-040, as amended, zones the subject property as Holding Ten, Residential Third Density Exception Thirty-Four [(H10) R3-34].

The R3-34 zone permits townhouse dwellings and group or cluster dwellings and includes several site-specific exceptions, including:

- Minimum lot area: 140 m² per unit
- Minimum lot frontage: 6.0 m
- Minimum front yard: 7.5 m
- Minimum interior side yard – end unit: 3.0m
- Minimum landscape strip width (Eastern property boundary): 5.0 m
- A landscaped strip shall be a landscaped open space and shall also include storm water management facilities (if necessary) and a 1.8 m high acoustical privacy fence abutting the eastern property line.

Compliance with the R3-34 lot provisions for the proposed development, including the current group or cluster dwellings proposal and the future freehold townhouse lots proposal is outlined in the table below:

R3-34 Lot Provisions	Required (Group or Cluster)	Provided (Group or Cluster)	Required (Freehold Townhouses)	Provided (Freehold Townhouses)
Minimum Lot Area	140 m ²	12,000 m ²	140 m ²	163 m ²
Minimum Lot Frontage	6.0 m	46 m	6.0 m	6.0 m
Minimum Front Yard	7.5 m	6.0 m* See Minor Variance D1310724	7.5 m	7.5 m
Minimum Exterior Side Yard	6.0 m	N/A	4.5 m	N/A
Minimum Interior Side Yard	3.0 m	7.6 m	0.0 m	0.0 m
Minimum Interior Side Yard – End Unit	3.0 m	4.1 m	3.0 m	3.1 m
Minimum Rear Yard	7.5 m	4.3 m* See Minor Variance D1310724	7.5 m	7.6 m
Maximum Height	12.0 m	12.0 m	12.0 m	12.0 m
Maximum Lot Coverage	40%	28%	52% 51% 60% See Minor Variance D1310523	52% 51% 60% See Minor Variance D1310523
Minimum Landscaped Open Space	40%	48%	35%	32%* See Minor Variance D1310724
Minimum landscape strip width - Eastern property boundary	5.0 m	5.0 m	5.0 m	5.0 m
Minimum 1.8 m high acoustical privacy fence - Eastern property boundary	1.8 m	1.8 m	1.8 m	1.8 m

Minor Variance D1310523

Minor Variance D1310523 was approved by the Committee of Adjustment on July 27, 2023 to increase the maximum lot coverage (other than a bungalow) for the future freehold townhouse lots as follows:

- a. 52% - Block 1: Lots 2, 3, 4, and 5 and Block 2: Lots 8, 9, 10, and 11
- b. 51% - Block 3: Lots 14, 15, 16, and 17 and Block 4: Lots 20, 21, and 22
- c. 60% - Block 5: Lot 25

***Minor Variance D1310724**

As the freehold lots are proposed to be created through a future Plan of Subdivision application, the proposed development is currently considered 'group or cluster dwellings'. To facilitate this interim situation, an application for a Minor Variance was recently submitted to reduce the minimum rear yard from 7.5 m to 4.3 m (recognizing the Environmental Protection zone boundary is considered a lot line per Provision 4.14.2); reduce the minimum rear yard setback for an unenclosed porch from 4.5 m to 3.0 m; reduce the minimum front yard from 7.5 m to 6.0 m; reduce the minimum front yard setback for an unenclosed porch from 6.0 m to 5.6 m; and reduce the visitor parking requirements, as outlined further below. In addition, it was recently noted that one of the proposed future freehold townhouse lots is 3% below the minimum landscaped open space requirement and this was not addressed through Minor Variance D1310523. As such, it is also being considered through Minor Variance D1310724. Other than the matter related to landscaped open space, the other deficiencies being rectified by this interim Minor Variance would be resolved once a plan of subdivision is registered.

This Minor Variance application is currently under review and is anticipated to be advanced to the November 28, 2024 Committee of Adjustment meeting for consideration. While it is atypical to advance a recommendation to Committee/Council in advance of the Committee of Adjustment rendering a decision on a Minor Variance application, the variances being sought are primarily to address an interim situation pending a future Plan of Subdivision application to create the freehold townhouse lots, which came to light late in the review process. It is anticipated that the Committee of Adjustment will have rendered a decision with respect to Minor Variance D1310724 prior to Council ratifying its decision on December 2, 2024. Although the Committee of Adjustment decision will be subject to a 20-day appeal period, in light of the Province's recent changes to the *Planning Act*, which have considerably limited the appeal rights beyond the applicant and prescribed bodies, it is the opinion of Planning Services that advancing a recommendation for conditional Site Plan approval at this time is generally low risk.

Parking and Loading Provisions

The Town's Zoning By-law outlines the Parking and Loading provisions required for various types of uses, including the minimum number of required parking spaces and associated parking space sizes, number of entrances, vehicular entrance provisions, bicycle parking, etc. The proposed development has been reviewed in the context of these zoning provisions and satisfies those requirements.

A total of 2 parking spaces per dwelling unit is required for the proposed future freehold townhouses and a total of 2 parking spaces are proposed. With respect to the current group or cluster dwellings, a minimum of 2 parking spaces per dwelling unit plus an additional 0.25 spaces per unit for visitor parking is required. Based on the proposed 26 dwelling units, a minimum of 7 visitor parking spaces would be required. As noted above, an application for Minor Variance (D1310724) to reduce the visitor parking requirement to 0 spaces has been submitted given the ultimate intention is to create freehold townhouse lots, which would not require visitor parking.

Planning Services notes that bicycle parking would not be required for the proposed future freehold townhouse lots. However, a total of 14 bicycle parking spaces are proposed adjacent to the children's play area, which exceeds the minimum requirement of 13 bicycle parking spaces for group or cluster dwellings.

Based on the foregoing, Planning Services is satisfied that the proposed development conforms to the Town's Zoning By-law, save and except for the variances currently being sought under Minor Variance D1310724.

Town of Collingwood Urban Design Manual

On July 19, 2010, Council enacted and passed By-law Numbers 2010-082 and 2010-083 to give effect to the Town's Urban Design Manual (UDM). The intent of the UDM is to ensure that any application for site plan control, subdivision or condominium are designed to meet or exceed a minimum standard set of guidelines for urban development form.

Building elevations and site perspectives, prepared by 2LS Design Inc., were submitted in support of the proposed development (Figures 2, 3, and 4). In consideration of the location, size, and narrow shape of the subject property, Planning Services finds the proposed design satisfactory and notes that exterior building design details such as building materials and colours, are no longer subject to Site Plan Control per recent changes to the *Planning Act*.



Figure 2: Site Perspective Block 1 - Entrance

Source: 2LS Design Inc. (2024)



Figure 3: Block 1 – Front Elevation

Source: 2LS Design Inc. (2024)



Figure 4: Block 1 – North Elevation fronting Highway 26

Source: 2LS Design Inc. (2024)

The proposed development mirrors the housing to road linear orientation established by the existing medium density residential condominium development (Whisper Woods) along Trafalgar Road to the west. A mixture of masonry and panel siding along with recessed garages and covered porches are proposed to enhance building variation and articulation. Furthermore, additional bay windows were incorporated into the north elevation of Block 1 fronting Highway 26 to provide additional building articulation along this streetscape.

Per Figure 5, enhanced landscaping, including a mixture of deciduous and coniferous trees, shrubs, perennials, and grasses along with an entry feature sign are proposed to further enhance the Highway 26 streetscape and provide screening for the proposed development. Deciduous and coniferous trees are also proposed around the perimeter of the subject property and within the outdoor amenity area. The Town's Landscape Architect peer reviewer, Envision Tatham, has estimated a 76% overall mature tree canopy coverage for the entirety of the site, exceeding the 30% canopy coverage requirement. Furthermore, a 2.1 m high residential privacy fence is proposed along the western property boundary and a 1.8 m high acoustic wood fence is proposed along the eastern property boundary.

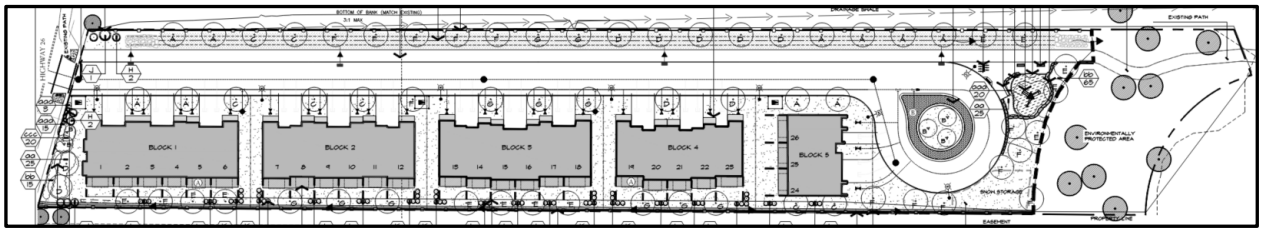


Figure 5: Landscape Plan Excerpt

Source: Alexander Budrevics & Associates Ltd. (2024)

An outdoor amenity area, including a children’s play area, benches, and bike racks is proposed at the south end of the site to serve the development as a private common element. The existing 3-metre wide granular trail fronting the subject property along Highway 26 will be maintained. Furthermore, a trail block comprised of a 3-metre wide asphalt trail along the east side of the private road that would connect the Town’s existing multi-use ‘Vacation Inn trail’ along Highway 26 to the Town’s ‘Cranberry Marsh trail’ located south of the subject property is proposed to be conveyed to the Town.

Planning Services notes that the proposed residential development does not contain road linkages to surrounding developments, which is strongly encouraged by the Town’s UDM. Unfortunately, due to the configuration of the subject property, the configuration of the existing adjacent residential and commercial developments, and proximity to the Silver Creek PSW, this was not feasible. However, the proposed 3-metre wide trail block to be conveyed to the Town does improve overall connectivity by providing a new linkage for active transportation pursuits.

In terms of the more operational elements pertaining to Site Plans, the County of Simcoe has confirmed that it appears the proposed development may be able to be serviced by the County with respect to residential waste collection. The County has encouraged the Owner to submit an application for service per the County’s Multi-Residential & Private Road Waste Collection Policy (Waste Collection Design Standard). Furthermore, snow storage has been accommodated in the southwest vicinity of the proposed cul-de-sac.

Overall, the proposed development has been found to be acceptable in the context of the applicable standards of the Town's UDM.

Removal of Holding Symbol

Pursuant to Section 36 of the *Planning Act*, Council may pass a holding "H" by-law for the purpose of delaying development within a specific area until the relevant development criteria contained in the planning documents or policies have been satisfied.

The Owner has submitted an application to remove the Holding Ten (H10) Zone symbol previously applied to the property through a Zoning By-law Amendment. Removal of the Holding symbol is necessary to proceed with the proposed development. Per Table 2.5.5.1 'Holding Zone Conditions' of the Town's Zoning By-law, in order to remove the H10 Zone symbol, Council must be satisfied that the following matters have been addressed:

1. The completion and acceptance of an archaeological study;
2. The completion and acceptance of a storm water analysis that includes an integrated review of the subject lands and the abutting lands to the east, the purpose of which is to demonstrate no deleterious impacts on the lands abutting to the east;
3. The completion and acceptance of phase 2 environmental audit;
4. The adoption of an authorization by-law for a site plan control agreement that includes details of the landscaping, fencing and buffering required to address the abutting lands to the east and an integrated approach to storm water management between the subject lands and the lands abutting to the east; and
5. The completion and acceptance of a traffic study including the determination of an appropriate motor vehicle access onto the property and the operational impact of future traffic generated by the proposed residential development on the lands abutting to the east.

Planning Services notes that an archaeological study, storm water analysis, phase 2 environmental site assessment, and traffic impact brief were submitted and reviewed by

the applicable Town departments, external agencies, and third-party peer reviewers and found to be acceptable for the purpose of removing the Holding Ten (H10) Zone symbol. Furthermore, it is a recommendation of this report that an Authorization By-law to execute the Site Plan Control Agreement be enacted and passed prior to Council rendering a decision on the application to remove the Holding Ten (H10) Zone symbol.

Site Plan Control Agreement

The Site Plan Control Agreement will include all standard clauses typically found in the Town's Site Plan Control Agreements, including clauses that address water and wastewater capacity allocation, condominium declarations, archaeological resources, school board requirements, utility provider requirements, and construction management plans. Additionally, the following special clauses are proposed within the Site Plan Control Agreement:

- **Transfers of Land:** Pertains to the requirement for the Owner to convey the Environmental Protection Lands and a 3-metre wide trail block extending the entire length of the development along the east side of the property to the Town;
- **Environmental Impact Study:** Pertains to the requirement for the Owner to implement the recommendations outlined in the Environmental Impact Study;
- **Noise Warning Clauses:** Pertains to the requirement for the applicable Agreements of Purchase and Sale/Leases to include Noise Warning Clauses advising prospective purchasers or tenants of potential noise impacts per the Environmental Noise Assessment;
- **No Visitor or On-Street Parking Clause:** Pertains to the requirement for all Agreements of Purchase and Sale/Leases to include a clause that advises prospective purchasers or tenants that there is no visitor or on-street parking provided on the subject property and that no 'spillover' parking is permitted on adjacent properties or the Highway 26 road allowance;
- **Nottawasaga Valley Conservation Authority:** Pertains to the provision of acceptable stormwater management facilities and sediment and erosion control measures prior to site alteration, the agreement to carry out the recommendations and measures contained within the plans and reports

approved by the Town and NVCA, and the provision of written certification that the works have been constructed in accordance with plans and reports approved by the Town and NVCA at the completion of the works; and

- Highway 26 Trail: Pertains to the requirement to provide appropriate intersection controls at the entrance to the subject property for both vehicular and pedestrians/bicycles in accordance with OTM Book 18.

Basic Data Pertaining to the File:

Application Deemed Complete:	April 1, 2022
Town Solicitor:	Jean Leonard, Miller Thomson
Related Files:	D002021 (Pre-consultation) D1310523 (Minor Variance) D1310724 (Minor Variance)

Parties to the Agreement

- The Corporation of the Town of Collingwood
- Hill Ridge Homes Inc.

Financial and Security Considerations

Administration Fees

- The sum of **\$5,000.00** to be applied towards the Town's administrative and legal costs is required as a deposit. The sum of **\$38,152.14** as a fee for the Town's Engineering Services Department review of the proposal and the inspection of the site works is required. This amount is subject to change as it represents 3% of the total cost estimate of the proposed development. The estimated total cost of the proposed development may be impacted by the resolution of outstanding technical comments.

Securities

- Securities in the amount of **\$1,271,738.16**, representing the total security value including contingency, for the project is required for site works. This amount is subject to change as the applicant resolves minor technical comments, which may impact the estimated total cost of the proposed development.

Insurance

- A general comprehensive liability insurance certificate in the amount of **\$5,000,000.00** is required, and the Town will need to be listed as an insured.

Cash-in-lieu of Parkland Dedication

- A payment for cash-in-lieu of parkland dedication equal to five percent (5%) of the appraised value of the lands is required. The appraisal shall be completed at the Owner's expense by an individual who holds a designation from the Appraisal Institute of Canada. The value of the lands shall be determined as of the day prior to the issuance of the first building permit in respect of the Development.

Financial Impacts

Maintaining an adequate, appropriate and orderly supply and mix of residential, commercial, and industrial units in anticipation of future development and servicing conditions provides a long-term foundation for stable community growth and results in the generation of growth-related revenue associated with building permit fees, development charges, taxes, and other related fees.

Conclusion

Based on the land-use planning analysis and the Town's development review process, Planning Services confirms that the submitted documents and plans illustrate a proposed use and associated site works that are in conformity to, or consistent with, the relevant land use planning instruments, save and except for zoning matters proposed to be addressed by Minor Variance D1310724. It is therefore recommended that the Site Plan be approved subject to:

- confirmation of municipal servicing capacity allocation;
- resolution of outstanding minor technical comments;
- receipt of written correspondence from the registered owner of 11555 Highway 26 regarding offsite grading works and boundary tree removals;
- approval of Minor Variance D1310724;
- resolution of outstanding NVCA matters; and

- the Owner entering into a Site Plan Control Agreement to the satisfaction of Senior Town Administration and the Town Solicitor.

It is further recommended that this conditional site plan approval shall lapse three years from the date that the conditional approval was issued should a permit under the *Building Code Act* to implement the site plan not be issued. Additionally, it is recommended that a Zoning By-law Amendment to remove the Holding Ten (H10) Zone symbol from the subject property be enacted and passed.

3. Input from Other Sources

The subject applications were circulated to Town departments, applicable third-party peer reviewers, and external agencies for review and comment. All concerns related to the proposed Site Plan have been satisfactorily addressed, save and except for the matters addressed by the conditions noted in the Recommendation section of this Report. Furthermore, all of the requirements for removal of the H10 Zone symbol, save and except for the adoption of an authorization by-law for a site plan control agreement, which is also currently before Council, have been satisfactorily addressed. Planning Services notes that none of the applications subject to this Report require a public meeting under the *Planning Act*.

The following supporting documents were provided with the application, updated, amended, confirmed and/or reviewed by the applicable experts:

- Planning Justification Report [February 2022] [Travis & Associates];
- Overall Site Plan [2LS Design Inc. [March 4, 2022. Last revised March 22, 2024];
- Engineering Plans, including Erosion and Sediment Control Plan & Details, Sanitary Drainage Plan, Pre- and Post-Development Drainage Plans, Site Servicing Plan & Profile, Site Grading Plan, and Details and Notes [Tatham Engineering] [March 4, 2022. Last revised March 22, 2024];
- Functional Servicing Report [Tatham Engineering] [March 4, 2022. Last revised December 4, 2023];

- Stormwater Management Report [Tatham Engineering] [March 4, 2022. Last revised July 11, 2024];
- Electrical Plans including Single Line Diagram, Site Plan – Power Layout, Lighting Layout and Photometrics Layout, and Lighting Details [Tatham Engineering] [December 1, 2022. Last revised December 1, 2023];
- Environmental Impact Study [BIRKS Natural Heritage Consultants] [June 15, 2021];
- Ecological Offsetting Plan [BIRKS Natural Heritage Consultants] [November 14 2022.];
- Stage 1-2 Archaeological Property Assessment [Amick Consultants Ltd.] [May 31, 2021];
- Construction Management Plan [Tatham Engineering] [December 4, 2023];
- Architectural Plans including Floorplans, Foundation Plans, Elevations, and Perspectives [2LS Design Inc. [March 4, 2022. Last revised March 22, 2024];
- Geotechnical Investigation [Peto MacCallum Ltd.] [January 2021];
- Phase One Environmental Site Assessment [Peto MacCallum Ltd.] [January 2022];
- Phase Two Environmental Site Assessment [Peto MacCallum Ltd.] [January 2022];
- Landscaping Plans, including Landscape Plan and Landscape Details & Specifications [Alexander Budrevics & Associates Ltd.] [October 21, 2021. Last revised March 19, 2024];
- Arborist Report & Tree Protection Plan [Canopy Consulting] [December 7, 2021. Last revised July 31, 2023];
- Tree Preservation Plan [Alexander Budrevics & Associates Ltd.] [December 5, 2022.];
- Traffic Impact Brief [Tatham Engineering] [January 18, 2022.];
- Environmental Noise Assessment [Northern Applied Sciences Inc.] [January 15, 2022];
- Urban Design Report [Travis & Associates and 2LS Design Inc.] [March 2022];

- Survey [January 2, 2012] [Zubek, Emo, Patten & Thomsen Limited]

Third-party peer reviews were undertaken for natural heritage, natural hazard, and landscaping matters. The following peer review responses were provided:

- Landscape Architect Review [Envision Tatham] [April 29, 2022; March 14, 2023; September 17, 2023; January 26, 2024; and April 16, 2024]; and
- Natural Heritage & Natural Hazards Review [Nottawasaga Valley Conservation Authority] [September 6, 2022; May 5, 2023; November 1, 2023; February 20, 2024; June 6, 2024; and September 3, 2024].

Staff Report No. P2024-30 was forwarded to Department Heads on November 12, 2024 and the content of this report responds to the feedback received.

4. Applicable Policy or Legislation

- *Planning Act* (1991, as amended);
- Provincial Planning Statement (2024);
- Simcoe County Official Plan (2016);
- Town of Collingwood Official Plan (2004, as amended);
- Town of Collingwood Zoning By-law 2010-040 (2010, as amended);
- Town of Collingwood Site Plan Control By-law 2010-082 (2010, as amended);
- Town of Collingwood Urban Design Manual (2010).

5. Considerations

2024-2028 Community Based Strategic Plan: Advances pillar(s) below:

- | | | | |
|--|--|----------------------------------|--------------------------------------|
| <input checked="" type="checkbox"/> Sustainable | <input type="checkbox"/> Connected | <input type="checkbox"/> Vibrant | <input type="checkbox"/> Responsible |
| <input type="checkbox"/> Services adjusted if any | Not Applicable | | |
| <input checked="" type="checkbox"/> Climate Change / Sustainability: | Positive impact on climate change/sustainability (decreases GHG emissions) | | |

The proposal furthers the buildout and intensification of a vacant infill development site within the Town's built boundary contributing to a complete community.

Communication / Engagement: Public Engagement has occurred

This proposed development was published on the Development Activity layer of the Town's Land Use Planning Interactive Map and posted on the Town's website. A Notice of Intention to Remove the Holding Zone symbol was also published in the local electronic newspaper.

Accessibility / Equity, Diversity, Inclusion: Other:

The proposed development has been reviewed in the context of AODA regulations.

Registered Lobbyist(s) relating to content:

Next steps and future action required following endorsement:

- Owner satisfaction of conditions
- Subject to the above, execution of a Site Plan Control Agreement
- Update Zoning By-law to remove H10 Zone from subject property

6. Appendices and Other Resources

Appendix A: Servicing Capacity Allocation Policy Evaluation Matrix

Appendix B: Site Plan Drawings

Appendix C: Zoning By-law Amendment (Removal of H)

7. Approval

Prepared By:

Lindsay Ayers, MCIP, RPP, Manager, Planning

Reviewed By:

Summer Valentine, MCIP, RPP, Director, Planning, Building & Economic Development

CAO Comments:

Endorsed by Summer Valentine, Acting CAO on November 29, 2024 to proceed to Council.