

P2025-11 Appendix "C" Written Public Comments

Justin Teakle

From: Jesse Matchett [REDACTED]
Sent: Wednesday, June 5, 2024 9:01 AM
To: Justin Teakle
Subject: 180 Ontario St.

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I am an adjacent land owner and wish to be notified of any and all public meetings along with notices regarding the proposed Zoning By-law amendment.

I am opposed to the proposed zoning amendment greater than an R2 zoning change for the subject property. The existing daycare also serves a great need in the community.

Regards Jesse

[REDACTED]
Collingwood, ON
[REDACTED]

Justin Teakle

From: Sandi Beach McLean [REDACTED]
Sent: Wednesday, June 5, 2024 4:24 PM
To: Justin Teakle
Subject: Proposed Apartment Building at 180 Ontario Street

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Dear Justin

As a taxpayer at [REDACTED] we are “outraged” by the possibility of a four story building with 60 Units on the south side of Ontario St. Callary Cr is already inundated with an overflow of cars morning till evening accessing the Yoga Studio. With the minimal parking spots proposed for this building we will have another burden of excessive car parking problems on Callary Cr.

Please inform us when there will be a meeting for concerned residents in Olde Town to attend. Indeed a “blizzard of shame.” for an apartment to be on Ontario St.

With thanks,
Thomas Wilson, Sandi Beach, McLean
[REDACTED]
Collingwood

Justin Teakle

From: [REDACTED]
Sent: Thursday, June 13, 2024 8:10 PM
To: Justin Teakle
Subject: 180 Ontario St Collingwood

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Thank you for notifying the residents across the street from this address regarding a 4 storey apartment building with 60 units.

A number of homes across the street from this address are concerned about parking for these units.

Please contact us regarding a public meeting. There is a lot of traffic in this area already and 60 plus more cars in an area where the people in the houses across the street from this said property are all seniors who drive slow.

Jane & Alan Metheral

[REDACTED]

[REDACTED]

Sent from my iPhone

Justin Teakle

From: Kyle Millar [REDACTED]
Sent: Monday, July 8, 2024 4:48 PM
To: Justin Teakle
Subject: 180 Ontario St

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Hi Justin

I hope you are doing well. I'm following up on the voicemail you left for me regarding the motion to build a low rise building at 180 Ontario place.

The location is currently a preschool that holds close to 100 children in daycare which we desperately need in Collingwood. If this building is demolished what is the plan to help accommodate parents for their childcare needs as we are facing such a shortage. Is there a process to fight for his motion?

If it is easier talk on the phone I can be accessible all day tomorrow.

Thanks so much

Kyle

From: [REDACTED]
Sent: Wednesday, July 10, 2024 8:22 AM
To: Justin Teakle <jteakle@collingwood.ca>
Cc: [REDACTED]
Subject: Water Drainage - 180 Ontario Street

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Good morning Justin,

As I am sure you are aware there is a drainage ditch built in 1996 that runs on the subject property to collect the runoff and sump pump effluent from the new homes on the west side of Minnesota Street. This ditch begins behind 222 Minnesota Street and ends in a purpose built grate at the Ontario Street end. Each of the seven houses have their sump water directed into this ditch through pipes that terminate at the ditch. Each of the lots are graded to the west, and the ditch, as well.

The Conceptual Site Plan included in the Zoning Bylaw Amendment shows no such ditch. In fact, it details parking spots directly over the existing ditch.

Would you please let me know what the plan is to collect this water going forward? Will we be connected to the larger pipe that runs under the subject property? It is important to note that these seven properties were not permitted to attach our sump pipes to the storm sewer which runs under Minnesota Street at the time of construction. The Town directed the construction of the ditch and grate on the subject property at the time.

Thank you for your attention to this matter.

Regards,

Duncan Hawkins

[REDACTED]
[REDACTED] or [REDACTED]

A) List of questions/concerns re Proposed Rezoning and development of 180 Ontario St, Collingwood.

Site Plan

- 1) Has the proposed development followed the Town's Urban Design Standards?
- 2) Is adequate parking been provided such that street parking in neighbouring areas will not occur as a result of overflow from this building's residents or guests.
- 3) Was a truck turning template for waste collection and deliveries used to optimize access and minimize reversing (back up noise indicators)?
- 4) Has a lighting study been completed confirming the impact of proposed site and building lighting on the surrounding neighbours?
- 5) Has building showdown analysis or shadow study been completed?
- 6) Will the developer be required to install privacy fencing along the east side of the property between the parking area and the rear yards of the residents on Minnesota Street? Please define if they are required to replace the wooden 6 foot high privacy fence that currently exists.
- 7) Has snow storage been identified on the proposed development? Given the location of the parking, waste collection, delivery space and amenity it would appear minimum space is available.
- 8) Has EPCOR provided comment given the proximity of their neighbouring substation at the rear of the property?

Servicing

- 1) Has the functional servicing report confirmed water and wastewater capacity for the proposed development?
- 2) Will the new development meet the minimum requirements for water and wastewater allocation under the new Town application process? Regarding wastewater, has the capacity of the Minnesota Street Sewage Pumping Station been reviewed to confirm capacity?

Approvals

- 1) Current application is only for rezoning. What is the timeline for planning approval for the site plan and development?
- 2) The property is within the NVCA jurisdiction. Has approval been given by the NVCA?
- 3) What were the results of the Stage 1 and 2 Archaeological Assessment given that this property was identified as having archaeological potential under the County's management plan.

Trees

- 1) Has an arborist been retained to determine the impact of construction on the surrounding mature trees?
- 2) How will these trees be protected during construction.
- 3) If any trees are identified for removal or if neighbouring trees are impacted by construction how is this being addressed under the guide lines of the Town's Urban Forreast Management Plan?

Storm Water and Minnesota Street Drainage issues

- 1) It appears the reason the existing rear parking lot has collapsed is because the storm sewer that runs under the back corner of the property has failed and collapsed. This has resulted in the failure and sinking of the back yard at 212 Minnesota Street into the storm sewer behind. The town engineering department has been informed of this issue. Is the town planning to correct this issue with a proper retaining wall?

- 2) The Minnesota Storm Sewer reconstruction project, which seems to be proceeding ahead of the rezoning and potential future development of the Ontario Street property, needs to make accommodations for the sump pump discharges from the rear yards of several Minnesota street residences that were permitted by the Town when these homes were constructed circa 1996. These sumps currently discharge into the existing storm drainage infrastructure that is understood to be relocated/modified such that the water discharged from the properties may not have an outlet and will result in flooding and damage to multiple private properties.

Thank you for your answers to these questions/concerns. I look forward to your response.

A handwritten signature in black ink, appearing to read 'M. Wesibrod', written in a cursive style.

Dr. Matthew Wesibrod MD, CCFP

Justin Teakle

From: Bob Cook [REDACTED]
Sent: Wednesday, August 28, 2024 11:23 AM
To: Justin Teakle
Subject: 180 Ontario

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I would like to address council with regard to the proposal. Specifically I have serious concerns with the parking minimums and spaces as proposed.

Would you please include me on the agenda.

Bob Cook

[REDACTED]

Collingwood

180 ONTARIO STREET DEVELOPMENT

TO: Collingwood Municipality
FROM: Matthew Weisbrod on behalf of residents of Minnesota Street
RE: Site Concerns 180 Ontario Street
DATE: September 23, 2024

I. Executive Summary

1. Phase 1 Environmental Site Assessment (ESA)

- **Historical Contamination:** Rail lines and a fuel terminal raise concerns about petroleum and coal contamination.
- **Waste Oil Contamination:** Past use as a vehicle maintenance facility poses soil contamination risks.
- **Hazardous Materials:** Possible PCBs in old light fixtures, asbestos, and lead-based paint in the building.
- **Transformer Risk:** Nearby transformers since 1966 may contribute to PCB contamination.
- **Nearby Fuel Tanks:** Former fuel tanks north of the site could have contaminated soil and groundwater.

Action Items for the Municipality

- Require a Phase II ESA to assess contamination risks.
- Investigate soil and groundwater for fuel and waste oil contamination.
- Ensure hazardous material removal for PCBs, asbestos, and lead-based paint.

2. Functional Servicing and Stormwater Management Report

- **Flood Risk:** The site is within a regulated floodplain (Pretty River Spill Zone), relying on future floodproofing and culvert upgrades, adding uncertainty to flood resilience.
- **Stormwater Runoff:** Increased impervious surfaces (up to 80%) risk ponding and runoff issues, dependent on Minnesota Drain upgrades.
- **Sanitary Sewer and Capacity Issues:** No existing sanitary sewer; Collingwood Wastewater Plant is nearing capacity.
- **Erosion Control:** Stormwater discharge into Georgian Bay poses environmental risks if controls fail.
- **Fire Flow Demand:** High fire flow demand exceeds typical requirements, stressing local infrastructure.

Action Items for the Municipality

- Ensure floodproofing and culvert upgrades.
- Review stormwater management/ Confirm sewer service and wastewater expansion.
- Monitor erosion controls / Assess fire flow infrastructure capacity.

3. Parking Justification Study

- **Parking Shortage:** The development is 15 spaces below the required 75, risking congestion in nearby residential areas.
- **Visitor Parking Deficiency:** Short by 3 visitor spaces, causing potential spillover into residential areas.
- **Non-compliant Parking Dimensions:** Stalls are smaller than by-law requirements, affecting usability.
- **Over-reliance on Public Transit:** Low transit frequency and unrealistic assumptions about reduced car use may not alleviate parking demand.

Action Items for the Municipality

- Address parking shortfall and visitor overflow.
- Ensure compliance with parking dimension requirements.
- Reassess assumptions on transit and active transportation's impact on parking needs.

4. Planning Justification Study

- **Flood Risk:** Site in a floodplain; relies heavily on floodproofing, which poses risks if not implemented or maintained properly.
- **Infrastructure Strain:** Uncertainty around whether local water and sanitary services can handle the new load.
- **Zoning Issues:** Requires a zoning amendment and seeks exceptions that may negatively impact the community.
- **Parking Shortage:** Insufficient parking could lead to overflow in surrounding streets.
- **Neighborhood Impact:** Increased density and building height may disrupt the local character and increase traffic.

Action Items for the Municipality

- Evaluate floodproofing reliability and infrastructure capacity.
- Ensure the zoning amendment aligns with community needs.
- Address parking and traffic concerns / Consider the density impact on the neighborhood.

5. Transportation Impact Study

- **Increased Traffic:** 15 a.m. and 24 p.m. peak trips may contribute to congestion, despite LOS "B" ratings.
- **Pedestrian and Cyclist Safety:** Increased traffic risks for pedestrians, especially at the unpainted Train Trail crossing.
- **Maneuverability Issues:** Service vehicles require complex maneuvers, posing potential safety concerns.
- **Underestimated Traffic Growth:** The 2% growth rate may not account for future developments, risking infrastructure overload.
- **Limited Study Scope:** Study focused only on site access, ignoring nearby intersections.

Action Items for the Municipality

- Reassess traffic impact with a wider scope and higher growth assumptions.
- Implement traffic calming measures and improve pedestrian crossings.
- Address maneuvering concerns for larger vehicles on-site.

II. The Phase I Environmental Site Assessment (ESA)

1. Historical Contaminants from Past Site Uses:

- **Rail Lines and Fuel Terminal:** A rail spur ran through the site, and the Regent Oil Co. operated a bulk fuel terminal on the northern portion of the site in the mid-1950s. These past uses suggest the potential for contamination from petroleum hydrocarbons, ash, coal deposition, and other substances associated with railway and fuel storage.
 - **Collingwood Public Utilities Commission Facility:** The site was used as a vehicle maintenance facility by the Collingwood Public Utilities Commission from 1966 to 1998, registered as generating waste oil. Waste oil handling often leads to soil contamination, which could pose environmental risks.
2. Recommendation for a Phase II ESA:
- Due to the concerns mentioned, the report strongly recommends a **Phase II ESA** to investigate potential contamination from the site's historical uses, including the rail line, fuel terminal, and vehicle maintenance. This deeper investigation could uncover further contamination risks. Highlighting the necessity of further environmental investigation could delay or challenge the approval process for the development.
3. Presence of Hazardous Materials:
- **Polychlorinated Biphenyls (PCBs):** PCBs may be present in the ballasts of fluorescent light fixtures that were installed before 1980 in the building on site.
 - **Asbestos and Lead-Based Paint:** While the probability of asbestos-containing materials in vinyl tiles is considered low, the building was constructed in 1966, suggesting the potential presence of **lead-based paint** in areas where the original paint remains.
4. Transformer and Potential PCB Risk:
- A **transformer compound** is located immediately south of the site and has been operational since 1966. The oil-filled transformer on-site also presents a potential contamination risk.
5. Proximity to Other Hazardous Locations:
- **Former Fuel Storage Tanks Nearby:** Just north of the site, 201 Ontario Street housed three 4,550-liter fuel storage tanks that were in operation until 2008. These underground storage tanks (USTs) could have caused soil or groundwater contamination in the area.

III. Functional Servicing and Stormwater Management Report

1. Flood Hazard Concerns:
- **Location in a Flood Zone:** The development is located entirely within the **Pretty River Spill Flow Zone (Zone #2)**, a regulated floodplain. The floodplain elevation is 182.09 meters above sea level (MASL), and the proposed development is designed with floodproofing measures at **182.40 MASL**, but any delay or failure in implementing floodproofing increases flood risk.
 - **Minnesota Drain Upgrade Uncertainty:** The report notes that the **Minnesota Drain culvert upgrades** are critical to flood management on the site. However, if these upgrades are delayed, the flood elevation increases by **0.01 meters**. This introduces a level of uncertainty and risk to the site's flood resilience.
 - **Floodproofing Reliance:** While floodproofing measures are included, they rely on future works (e.g., culvert upgrades) and assume no significant changes in the regional flood situation.

Highlighting the reliance on future infrastructure projects might raise concerns regarding timing and project completion.

2. Stormwater Management and Drainage Issues:

- **Post-Development Runoff Concerns:** The report acknowledges the development will significantly increase impervious surfaces (up to **80%**) in certain areas, which could lead to more stormwater runoff. Although retention and drainage systems are designed, there is a risk that **parking lot ponding** and overland flow into Ontario Street could become problematic during extreme storm events.
- **Drainage to Minnesota Drain:** Stormwater will ultimately discharge into the **Minnesota Drain**, but this system is subject to ongoing upgrades, which could create potential delays or issues with capacity.

3. Water and Sanitary Servicing Limitations:

- **No Existing Sanitary Sewer:** The existing sanitary sewer infrastructure does not currently service the development site on Ontario Street. There is some uncertainty about the existing sanitary service conditions, and its adequacy would need confirmation during construction.
- **Capacity Issues at the Collingwood Wastewater Treatment Plant:** While the report states there is available capacity at the **Collingwood Wastewater Treatment Plant (CWWTP)**, it also acknowledges that the plant is nearing its capacity and will need to be expanded in the near future. Highlighting this could signal infrastructure strain.

4. Erosion and Sediment Control Concerns:

- **Proximity to Water Bodies:** The site discharges stormwater into Georgian Bay, meaning that any failure in erosion or sediment control during construction could have a direct environmental impact on nearby water bodies.
- **Ongoing Maintenance of Controls:** The report notes that erosion and sediment controls must be monitored after every significant rainfall event. Given the proximity to sensitive areas, any lapse in monitoring could result in environmental harm.

5. Fire Flow and Safety:

- **High Fire Flow Demand:** The proposed building's fire flow demand is **233 L/s** based on the latest site plan, which exceeds typical fire flow requirements. This could place additional demand on local water infrastructure, particularly if upgrades or additional water storage are needed.

IV. Parking Justification Study

1. Parking Deficiency

- **Parking Shortage:** The proposed development provides only **60 parking spaces**, which is **15 spaces short** of the required **75 spaces** according to the Town of Collingwood's Zoning By-law. This shortage could lead to parking congestion in the surrounding residential area, particularly during peak times when visitor demand is higher.

- **Potential Spillover Effects:** Although the report claims that nearby public parking and on-street options will alleviate the deficiency, relying on external parking resources (especially in public areas) could burden existing residents and businesses.

2. Inadequate Visitor Parking

- **Visitor Parking Deficiency:** Based on a proxy site survey from **417 Peel Street**, the study predicts a shortage of **3 visitor spaces** during peak times. With limited visitor parking, this could lead to visitors parking in nearby residential areas, causing inconvenience to current residents and traffic congestion.
- **Over-reliance on Public Parking:** The study notes that existing public parking could accommodate visitor overflow, but this doesn't resolve the core issue of a parking shortage on-site.

3. Non-compliance with Zoning By-law Parking Dimensions

- **Parking Stall Dimensions:** The proposed parking stalls are **0.5 meters shorter** than the required dimensions under the Zoning By-law. While the report argues that this is mitigated by adjacent curbs and sidewalks, it still raises concerns about the usability of these stalls, particularly for larger vehicles.

4. Reliance on Active Transportation and Public Transit

- **Assumption of Reduced Car Ownership:** The study assumes that the proximity to **bike lanes, walking trails, and public transit** will reduce parking demand. However, it's not clear if this assumption is realistic, especially in a small-town context where many residents might still rely on personal vehicles.

V. Planning Justification Study

1. Flood Hazard Concerns

- **Flood Plain Location:** The subject lands are within the **Pretty River Flood Fringe**, a regulated area by the Nottawasaga Valley Conservation Authority (NVCA). While floodproofing measures are proposed, the location in a flood zone poses inherent risks, particularly in case of extreme weather events.
- **Reliance on Floodproofing:** The report notes that floodproofing is required to meet safety standards. However, any failure in implementing or maintaining these measures could lead to significant risks.

2. Infrastructure Capacity

- **Sanitary and Water Servicing Uncertainty:** Although the report states the site can be serviced by municipal water and wastewater systems, there is no detailed analysis of whether the existing infrastructure is sufficient to handle the additional load created by 60 new units.

3. Non-compliance with Current Zoning

- **Zoning Amendment Requirement:** The current zoning for the land is **Deferred Residential (DR)**, meaning no residential development is permitted until a formal zoning amendment is passed. This highlights that the proposed development is inconsistent with the current land use plan for the area.
- **Request for Site-Specific Exceptions:** The development proposal seeks **site-specific zoning exceptions** for reduced side yards, reduced landscaping, and parking, which may not align with the broader community design and could affect neighboring properties negatively.

4. Parking Deficiencies

- **Reduced Parking Supply:** The proposal includes only 60 parking spaces for 60 units, with no additional parking for visitors. This reduced supply might cause overflow parking issues in surrounding streets.

5. Impact on Local Character

- **Increased Density in a Low-Rise Residential Area:** The surrounding area consists primarily of low-rise, single-family homes. Introducing a mid-rise, four-story apartment building could disrupt the existing character and aesthetics of the neighborhood.
- **Potential Overdevelopment:** By proposing a denser, higher structure, the development might lead to overcrowding and reduce the quality of life for nearby residents due to increased traffic, noise, and reduced privacy.

6. Traffic and Transit Concerns

- **Increased Traffic Load:** With 60 units, the project would increase vehicular traffic on Ontario Street and nearby residential roads, possibly leading to congestion.
- **Public Transit Assumptions:** While the report highlights proximity to transit, the frequency and adequacy of public transportation in a small town like Collingwood might not be sufficient to offset the additional car traffic from new residents.

VI. Transportation Impact Study

1. Increase in Traffic Volume

- **Peak Hour Trip Generation:** The development is expected to generate **15 two-way trips in the weekday a.m. peak** and **24 two-way trips in the p.m. peak**. Although the report suggests that the site will continue to operate at a Level of Service (LOS) "B", an increase in traffic volume, even with minimal delays, could still contribute to congestion in the neighborhood, particularly during peak hours.
- **Traffic Growth Rate Assumptions:** A **2% annual growth rate** was applied to traffic volume forecasts, which may be an underestimation considering future developments.

2. Impact on Pedestrian and Cyclist Safety

- **Pedestrian and Cycling Facilities:** While the report acknowledges the presence of dedicated cycling lanes and sidewalks, the increased traffic volume may pose a greater risk to pedestrians and cyclists, particularly at peak times. The lack of a painted pedestrian crossing, as noted for the nearby **Train Trail crossing**, presents a significant safety concern.

- **Potential Need for Traffic Calming Measures:** The report suggests possible traffic calming measures such as **speed bumps and textured crosswalks** to address pedestrian safety concerns, especially near the Train Trail crossing. The necessity of these measures points to potential safety issues that have yet to be fully addressed.

3. Driveway and Access Configuration

- **Limited Maneuverability for Larger Vehicles:** The study found that **waste collection vehicles** need to make a **five-point turn** to navigate the site. Although there are no conflicts with other vehicles, this level of maneuvering for service vehicles could lead to delays or safety concerns if not managed properly.
- **Driveway Access and Site Distances:** The new driveway access location is projected to have adequate sight distance (more than 150m), but any reduction in sight lines due to future development or traffic conditions could present a hazard.

4. Limited Capacity for Additional Traffic

- **Impact on Ontario Street:** Even though the study shows that the access point will continue to operate at LOS "B" during peak hours, any significant increase in traffic beyond the 2% growth assumption or if nearby developments proceed, could push the infrastructure beyond its capacity.

5. Underestimation of Local Traffic Conditions

- **Scope of Traffic Study:** The analysis was scoped to only review the **site access** and not nearby public road intersections, even though the proposed driveway location is relatively close to other intersections and streets. Highlighting this limited scope could be a useful argument in contesting the adequacy of the study.

From: Susan T [REDACTED]
Sent: Monday, September 23, 2024 4:24 PM
To: Justin Teakle <jteakle@collingwood.ca>
Subject: Re: 180 Ontario Street

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Hi Justin,
Have just watched the information, discussion and issues at the council meeting and the many concerns about parking and parking space size, and flooding, trees, waste removal etc was noted. So I am wondering what difference would be made if ...the same number of units was developed into five stories instead of four. I realize it would be higher but would it make the size of the footprint smaller thus addressing some of the concerns already mentioned especially the size and number of parking spaces, setbacks etc.
Thanks for all you do,
Susan Thibert

Sent from my iPad

-----Original Message-----

From: Susan T <[REDACTED]>
Sent: Wednesday, August 28, 2024 8:50 AM
To: Justin Teakle <jteakle@collingwood.ca>
Subject: 180 Ontario Street

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Good morning

I just need some information on the plan for 180 Ontario St. It seems the town owns the property and the change in the bylaw would allow an apartment building to be built. That would be such a good use of the lands!

If the zoning bylaw gets approved, who would build the apartment buildings The town? Or would the town sell the lands to a developer who would be expected to build apartments?

I guess what I am wondering is how it works if the zoning change is successful...is an apartment building a sure result?

Many thanks,

Susan Thibert

Sent from my iPad

From: Jesse Matchett [REDACTED]
Sent: Wednesday, September 25, 2024 4:50 PM
To: Justin Teakle <jteakle@collingwood.ca>; Lindsay Ayers <layers@collingwood.ca>; Yvonne Hamlin <yhamlin@collingwood.ca>
Subject: Re: Notice of Public Meeting - 180 Ontario Street (Zoning By-law Amendment D140224)

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Hi Justin,

It was nice to be able to attend the Public meeting regarding the application for 180 Ontario St. earlier this week. Some insightful information was exchanged.

During the meeting I brought forward a comment with respect to the inclusion of a daycare within the proposal. The proponent's planner KLM c/o Courtney Fish responded to the comment stating that a daycare under the current proposal could not be accommodated when considering the site size and site constraints (min. site amenity requirements). I would like to follow up my comment with the following: key word - "current proposal".

- if the current proposal was amended with a lower density (less units/smaller footprint) could less bylaw exemptions be considered ?
- if the current proposal was amended with a lower density (less units/smaller footprint) could the daycare be accommodated ?
- if the current proposal was amended conforming to an R2 designation could a daycare be accommodated and or a permanent commercial/institutional block be created. Town Blocks or Vacant Land Condo with common element access and services could be considered for the residential portion and much more appropriate for the subject lands.

I believe one could answer yes to all of the questions above.

My closing thoughts from Monday's meeting was that too many exemptions are being considered to proceed with the Zoning ByLaw Amendment ("square peg, round hole", Collingwood Today). It was clear not enough information was provided within the concept site plan and supporting studies to fully appreciate the request, such as occupancy allowances for each unit, site plan controls, boundary conditions, loss of the existing use and occupancy and their respective impacts to the community. The current proposal was met with great opposition from surrounding landowners, from what I recall not one attending community member spoke in favour of the current proposal.

In my opinion it is premature to approve the current ZBA. The current amendment should be revisited and another public meeting should be considered. A more appropriate R2 amendment would likely allow the daycare to continue and better coincide with the local site, sounds and surrounds.

Regards, Jesse.
[REDACTED]

Justin Teakle

From: Darah Joseph [REDACTED]
Sent: Thursday, September 26, 2024 9:52 AM
To: Justin Teakle
Subject: Comment in Support of 180 Ontario St

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Hi,

I don't know if this is too late but here it is anyway. I am writing to voice my support of the 180 Ontario St proposal.

I'm the mother of 2 young boys and I'm concerned about how far they will have to move when they are looking to launch. I love Collingwood and many more people should be able to live in it. And we need to add housing supply as demand is wild.

Collingwood needs more housing. We need more apartment-style housing. I'm speaking for those in need of housing as they are often missed as notices primarily go to those who have housing already. I grew up in an area with blended apartments and single-family housing and many of the concerns raised will be minor or unnoticed once the building is in place.

We need more housing for people. Not housing for cars. I understand people's concerns but I think they are overblown.

I hope this project moves forward.

Sincerely,

Darah Joseph
Address: [REDACTED], Collingwood