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PLANNING JUSTIFICATION **REPORT**

ZONING BY-LAW AMENDMENT &
DRAFT PLAN OF SUBDIVISION APPLICATIONS

IndigO2 - 452 RAGLAN ST

Town of Collingwood

Date:

February 2022

Prepared for:

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1.0 INTRODUCTION

MHBC was retained by Eden Oak (Raglan) Inc. (the "Owner") to review the planning merits of and prepare a Planning Justification Report (the "Report") for an application for a Zoning By-law Amendment (the "proposed ZBA") and Draft Plan of Subdivision (the "proposed Draft Plan"), in order to permit a residential subdivision consisting of 21 single detached dwelling units and 107 townhouse units, for a total of 128 residential dwelling units (the "Proposed Development"). The Proposed Development also includes a 0.49ha park adjacent to the Clearview/Collingwood Rail Trail and a stormwater management area, as well as open space lands associated with the Pretty River environmental protection area.

The subject property (the "Site") is located in the Town of Collingwood and, is municipally addressed as 452 Raglan Street and legally described as Part of Lot 40, Concessions 7 and 8. The site is approximately 8.99 hectares (22.2 acres) in size and is accessed via an existing private driveway from Raglan Street. **Figure 1** below identifies the location of the Site in the Town of Collingwood and provides an aerial photo of the Site. The proposed Draft Plan is included in **Appendix A**.

Figure 1 – Site Location

The Site is currently designated as "Residential" and partly "Environmental Protection" in the Town of Collingwood Official Plan (see **Figure 2**). Additionally, the Site is more specifically designated as "Medium Density Residential" on Schedule C to the Town of Collingwood Official Plan. The Site is currently zoned "Deferred Residential" (DR) and partly "Environmental Protection" (EP). The EP zoning applies to the eastern portion of the property, which is adjacent to the Pretty River. The proposed ZBA proposes to refine the boundary of the EP Zone to include the Pretty River and all associated development constraints and their corresponding buffers/setbacks and rezone the balance of the Site from DR to a site-specific "Residential Third Density" (R3) exemption Zone as well as zoning the park and stormwater management pond as Recreational

(REC) and Environmental Proteciton (EP). The Draft Plan proposes the creation of 21 lots for single detached dwellings and 24 blocks, which will ultimately be further subdivided into 107 townhouse units.

2.0 SITE DESCRIPTION AND SURROUNDING LAND USES

The Site is located in the southeastern area of the Collingwood settlement area, in the Town of Collingwood, County of Simcoe. The Site is generally bounded by low density residential development to the north, environmental protection lands, recreational and designated employment and residential lands to the east and south, as well as the Clearview/Collingwood Rail Trail and low density residential development to the west including the registered Eden Oak Indigo Estates subdivision which was recently developed by the Owner. Access to the Site is provided via an existing private driveway from Raglan Street. The existing driveway and bridge that currently crosses over the Pretty River will be decommissioned as the bridge is currently deemed not to be safe for use. A single detached dwelling is currently located in the northwest corner of the Site, which will be demolished before the construction of the proposed subdivision. The remainder of the Site is vacant.

Adjacent and nearby land uses to the Site are as follows:

North: Directly to the north is an existing residential subdivision consisting of single detached dwellings. Beyond that is open and recreational space, as well as another residential subdivision and a single commercial use.

East: Directly east is recreation and open space containing the Pretty River, further beyond which is Raglan Street and employment lands.

South: Directly south is a large residential property containing an existing single detached dwelling, which fronts Poplar Sideroad. Beyond that are lands located in the Township of Clearview containing residential and agricultural uses.

West: Directly west is the Clearview/Collingwood Rail Trail. Beyond that is Admiral Collingwood Elementary School, and a registered Eden Oak Indigo Estates residential subdivision currently being constructed, which was developed by the Owner of the Site.

3.0 PROPOSAL

As stated previously, applications for both a ZBA and a Draft Plan of Subdivision have been submitted to the Town. Additionally, the Owner and their consultant team attended a formal Pre-consultation meeting with Town staff on May 12, 2021. The following section provides details of the proposed ZBA and proposed Draft Plan.

3.1 Proposed Zoning By-law Amendment

As stated, the Site is currently zoned "Deferred Residential" (DR) and partly "Environmental Protection" (EP) in the Town's Zoning By-law (see **Figure 3**). The DR Zone is intended as a more general 'deferred development' or future development type zone that must be rezoned to an appropriate Residential zone associated with a specific development proposal. As such, the proposed ZBA would replace the DR Zone with a site-specific "Residential Third Density" Exemption (R3-X) Zone to provide site-specific provisions for the Site, and permit uses in conformity with the Town's Official Plan as well as the Recreational (REC) Zone and Environmental Protection (EP) Zone recognizing the Park and Stormwater Management Blocks, respectively.

More specifically, to permit the Proposed Development, the proposed ZBA would:

- Refine the boundaries of the Environmental Protection (EP) Zone on the Site, based on the conclusions of the Environmental Impact Study and the various development constraints and their associated setbacks/buffers identified as being required to protect the natural heritage features on the Site (see **Section 10.1**).

- Rezone a portion of the Site currently zoned DR to the Recreation (REC) Zone to permit the proposed parkland.

- Rezone a portion of the Site currently zoned DR to the Environmental Protection (EP) Zone to permit the proposed stormwater management pond,

- Rezone the majority of the Site currently zoned DR to a new site-specific R3 exception (R3-X) Zone, which would include site-specific provisions for minimum lot frontage and lot area as they relate to the proposed street townhouses.

- Rezone a portion of the Site currently zoned DR to the R3 Zone to permit the proposed single detached dwellings.

Appendix B of this Report contains the proposed ZBA and associated Schedule 'A' for the Site. It is also understood that a Holding (H) provision may be required to reflect the current water treatment capacity constraints as deemed appropriate by the Town of Collingwood.

3.2 Proposed Draft Plan of Subdivision

As illustrated on the proposed Draft Plan (See **Appendix A**), the Proposed Development is for a total of 128 residential units, broken down as follows:

- 107 street townhouse units, in blocks ranging from 4 to 8 units.
- 21 single detached dwellings with frontages of approximately 11 metres or greater.

In addition, the proposed Draft Plan contains one park including a large widening along the Clearview Collingwood Rail Trail one stormwater management pond, a large open space block for the Pretty River and

associated buffers, and walkways throughout the subdivision to promote active transportation. Finally, the proposed Draft Plan provides new municipal Right-of-Way (ROW) connections in a modified grid layout to the existing residential neighbourhoods to the west and north.

The Site is proposed to be accessed through three existing roadways Williams Street and Peel Street to the north and Kirby Avenue to the west, which will be extended and connected to the proposed ROWs on the Site. The existing driveway from Raglan Street, which is currently used to access the existing lone single detached dwelling on the Site, is proposed to eventually be decommissioned as the bridge is currently deemed not to be safe for use. Parkland is proposed on the west side of the Site, adjacent to the Clearview/Collingwood Rail Trail. An additional trail connection to the Clearview/Collingwood Rail Trail is also proposed. The proposed Draft Plan has been designed in a manner that takes into account the unique shape of the Site and the natural heritage and natural hazard constraints that form the eastern and southern boundaries of the developable limit while providing an efficient municipal street pattern in a modified grid layout connecting all three of the existing street terminations abutting the Site.

One stormwater management pond is proposed in the northeast area of the proposed Draft Plan. This smaller-sized dry pond will help provide quantity control to control the discharge to the residual capacity within the Peel Street sewer.

A Functional Servicing Report has been completed and the Site will be served with municipal sewage and water services. Municipal water and sewage services will be provided to the Site from an existing 250mm diameter watermain stub located off of William Street, a 200mm diameter watermain stub off of Peel Street and a 200mm diameter stub off of Kirby Avenue (see **Section 10.4**).

An Environmental Impact Study (EIS) was undertaken to review the impact of the Proposed Development on the natural heritage features located on and within proximity to the Site. The developable limit of the Proposed Development, as identified in the proposed Draft Plan (see **Appendix A**) and ZBA (see **Appendix B**) was determined based on the conclusions of the EIS along with natural hazard considerations reviewed by the Meander Belt Width Assessment. Further discussion of the EIS and the Meander Belt Width Assessment are found in **Sections 10.1 and 10.2** of this Report, respectively.

4.0 PLANNING ANALYSIS

The following is a review of the land use policy framework related to the Site.

4.1 Planning Act

The *Planning Act* sets out the foundation for land use planning in Ontario and describes how land uses may be controlled. The Proposed Development includes a proposed ZBA and Draft Plan of Subdivision. The *Planning Act* sets out regulations for Zoning By-laws in Section 34 and Plans of Subdivision in Section 51.

Sections 2 and 3 of the *Planning Act* require that planning decisions have regard to matters of provincial interest, be consistent with the provincial policy statements and conform with the provincial plans that are in effect. **Section 5** of this Report will examine the applicable provincial policy and plans as they relate to the Proposed Development.

Notwithstanding, Section 51(24) of the *Planning Act* outlines matters to be regarded when considering Draft Plans of Subdivision, and has been reviewed in the context of the Proposed Development:

(a) The effect of development of the proposed subdivision on matters of provincial interest as referred to in Section 2;

It is the opinion of the undersigned that the Proposed Development assists in implementing the matters of provincial interest outlined in Section 2 of the *Planning Act*. Further detail is provided in **Section 5** of this Report.

(b) Whether the proposed subdivision is premature or in the public interest;

The Proposed Development is located within the settlement area for the Town of Collingwood and is designated and zoned for residential development. The proposed subdivision is not premature and is in the public interest.

(c) Whether the plan conforms to the official plan and adjacent plans of subdivision, if any;

It is the opinion of the undersigned that the Proposed Development conforms to the County of Simcoe and Town of Collingwood Official Plans, as outlined in **Sections 6 and 7** of this Report, respectively. Additionally, it is the opinion of the undersigned that the Proposed Development is compatible with adjacent development.

(d) The suitability of the land for the purposes for which it is to be subdivided;

The Site is ideally suited for the Proposed Development as it is within the settlement area for the Town of Collingwood and designated and zoned for residential development. A majority of the Site is zoned Deferred Residential (DR), which indicates that Town intends to develop the land for residential purposes, subject to a ZBA associated with a specific development proposal, which is now proposed. The Site has access to existing municipal water and sewage services and transportation infrastructure. Additionally, the EIS and the Meander Belt Width Assessment established the development limit for the Site and concluded that the Proposed Development is supportable from a natural heritage perspective.

(e) The number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;

The Site has an existing entrance and driveway from Raglan Street for access; however, this access is proposed to be decommissioned. The existing temporary cul-de-sacs on Peel Street, Williams Street and Kirby Avenue are proposed to be removed and the municipal roadways will be extended to provide access to the Site. As outlined in the Traffic Impact Study, the Proposed Development functions appropriately from a transportation perspective.

(f) The dimensions and shapes of the proposed lots;

The proposed Draft Plan (see **Appendix A**) has been designed to provide consistent sized and shaped lots and blocks to accommodate the following residential unit types:

- Single Detached Dwellings – units with 11 metre or greater frontage
- Street Townhouse Dwelling Units – units with 6 metres and 7.2 metres or greater frontage

Amongst other matters, the proposed ZBA would rezone a majority of the Site to a general R3 and a site-specific R3 exception Zones, to permit the proposed residential unit types (see **Section 8.0**).

(g) The restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;

Section 3.0 of this Report outlines the content of the proposed ZBA, with **Section 8.0** providing a detailed analysis of the Town's Zoning By-law.

(h) Conservation of natural resources and flood control;

A Preliminary Stormwater Management Report has been completed and a stormwater management system is proposed on the northeastern side of the property. The proposed stormwater management system will consist of a stormwater management pond, storm sewer system and catch basins, and the use of the roadway and overland flow routes. Further discussion regarding the proposed stormwater management system is provided in **Section 10.4** of this Report.

Additionally, the EIS conducted for the Proposed Development (see **Section 10.1**), in conjunction with the Meander Belt Width Assessment (see **Section 10.2**), have established the development limit on the Site, in consideration of the Pretty River. The proposed Draft Plan and ZBA reflect this development limit.

(i) the adequacy of utilities and municipal services;

The Proposed Development will be serviced with municipal water and wastewater services. As outlined in **Section 10.4** of this Report, the Functional Servicing and Stormwater Management Report has determined that there is sufficient capacity to service the Proposed Development based on existing and future municipal services along/near Peel Street, Kirby Avenue and Williams Street.

(j) the adequacy of school sites;

During Pre-consultation, the Simcoe County District School Board (SCDSB) provided comments indicating that they have no objection to the Proposed Development and requested that the standard SCDSB conditions be included in the Subdivision Agreement.

(k) the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;

A park totalling 0.49 hectares in size (representing approximately 8 percent of the developable area) is proposed to be dedicated to the Town and is located next to the existing Clearview Collingwood Rail Trail.

(l) the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and

The proposed Draft Plan has been designed in a 'modified grid pattern', taking into consideration the unique shape of the Site, to allow for efficient pedestrian and vehicular movements. Additionally, the Proposed Development has been designed to an appropriate density, to allow for the efficient use of land, and will utilize nearby existing and future municipal servicing infrastructure.

(m) the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act…

The proposed Draft Plan is being submitted in conjunction with the proposed ZBA, to ensure that the applicable zoning for the Site is appropriate for the proposed build form.

Section 34 of the *Planning Act* sets the legislative framework for Zoning By-laws. In accordance with Subsection 34. (1), it is the opinion of the undersigned that the proposed ZBA appropriately regulates allowable matters. Subsection 34. (10.1) requires applications for Zoning By-law Amendments to include the prescribed information and material outlined in Ontario Regulation 545/06. It is the opinion of the undersigned that the prescribed information is satisfied through this Report, the Zoning By-law Amendment application form, the proposed Draft Plan, and the Functional Servicing and Stormwater Management Report. Additional requirements that the Town determined through pre-consultation have also been satisfied.

It is the opinion of the undersigned that this proposed ZBA complies with the policies of Section 34 of the *Planning Act*.

5.0 PROVINCIAL POLICY

The Site is subject to both the Provincial Policy Statement (2020) and the Growth Plan for the Greater Golden Horseshoe (2020).

5.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (the "PPS") is a province-wide planning policy document that all planning decisions shall be consistent with. The PPS seeks to sustain healthy, liveable and safe communities by promoting efficient, cost-effective development and land use patterns, protecting resources for economic or environmental benefit and directing development away from areas of public health or safety risk.

Within Settlement Areas, sufficient land is to be made available through intensification, redevelopment and designated growth areas. The Site is located within the Settlement Area in the Town of Collingwood and is designated for growth (residential) in the Town's Official Plan but has not yet been developed. Accordingly, the Site is considered a designated growth area and so has already been determined to be required to meet the projected growth needs of the Town over the 20 year horizon. The entire PPS has been reviewed concerning the Proposed Development; however, the following is a summary of policies within the PPS which are specifically discussed as it relates to this Proposed Development.

Section 1.1.1 provides policies for sustaining healthy, liveable and safe communities, including avoiding development and land use patterns that may cause environmental or public health and safety concerns, promoting cost-effective development patterns and standards, and ensuring necessary infrastructure is available to meet current and projected needs. The Proposed Development represents an efficient use of the available developable land providing a modified street grid and mix of uses that will contribute towards healthy, liveable and safe communities.

Section 1.1.3 provides specific policies for settlement areas, including that settlement areas, shall be the focus of growth and development. Additionally, land use patterns in settlement areas shall efficiently use land and resources as well as infrastructure and public service facilities and shall support active transportation. Development in designated growth areas should occur adjacent to the existing built-up area with a compact form, mix of uses and densities to allow for the efficient use of land, infrastructure and public service facilities. The Site is located adjacent to the existing built-up area in the Town, will contain a mix of housing types and lot sizes and was designed to appropriate density to allow for the efficient use of land and resources, as reviewed in **Sections 6.0 and 7.0** of this Report.

Section 1.4 contains the Housing policies of the PPS. Section 1.4 contains policies to provide for an appropriate range of housing types and densities to meet projected requirements. Specific policies relevant to the Proposed Development include permitting and facilitating all forms of housing, directing new housing to locations where appropriate levels of infrastructure and public service facilities exist and promoting densities for new housing which efficiently use land, resources and infrastructure. It is the opinion of the undersigned that the Proposed Development is consistent with these policies.

In accordance with the public spaces, recreation, parks, trails and open space policies of Section 1.5, the Proposed Development provides for a park, as well as multiple walkways throughout the Site to facilitate pedestrian access. In addition, pedestrian access to the Pretty River is facilitated by two walkway access points, which connect to the Clearview Collingwood Rail Trail that abuts the west side of the Site.

Section 1.6 contains the Infrastructure and Public Service Facilities policies of the PPS. General these policies require infrastructure and public service facilities to be provided in a cost-effective manner with the use of existing infrastructure being optimized. The Proposed Development represents additional residential density

in an area of the Town with existing services allowing for further optimization of the Town's infrastructure in a cost-effective manner.

Section 1.6.6 provides the policies for sewage, water and stormwater. In accordance with the sewage and water policies, the Proposed Development will allow for the efficient use and optimization of existing/future municipal water and sewage services. Additionally, a Functional Servicing and Stormwater Management Report has been submitted in support of the Proposed Development, consistent with the requirements of policy 1.6.6.7. Details of the findings of this report are outlined in **Section 10.4** of this Report.

In accordance with the Transportation policies of Section 1.6.7, the Proposed Development is supported by a Traffic Impact Study as outlined in **Section 10.3** of this Report and has been designed with vehicle access points to Kirby Avenue to the west and Williams Street and Peel Street to the north, as well as pedestrian connections to the Clearview Collingwood Rail Trail to facilitate active transportation.

Section 2 of the PPS provides policies regarding the wise use and management of the natural environment and resources. Policy 2.1.4 outlines natural heritage features in which development and site alteration is not permitted. The identified developable area of the Site does not contain any of these features. Likewise, Policy 2.1.5 identifies natural heritage features where development and site alteration is not permitted unless it's demonstrated that there will be no negative impact on the natural heritage feature or its ecological function.

As determined by the Environmental Impact Study (see **Section 10.1**), the Site contains and/or is adjacent to candidate significant woodland, significant valleyland, candidate significant wildlife habitat, fish habitat, and confirmed and potential habitat for endangered species. Neither development nor site alteration are proposed in these areas; however, Policy 2.1.8 applies the same test of 'no negative impact' to adjacent lands of such features. In this regard, the EIS has determined that the Proposed Development will have minimal or no negative impact on the identified potential significant wildlife habitat, significant natural heritage features, the Pretty River and associated riparian area.

The Site contains 21 butternut trees, of which 9 of the 21 butternut trees have been identified to be in poor health and therefore, are no longer protected by the Province's Endangered Species Act (ESA). The remaining 12 butternut trees are considered healthy and therefore, the individual Butternuts and their habitat continue to be protected from harm or destruction according to Ontario's ESA.

It is noted that there is no development or site alteration proposed within 25 metres of 6 Butternuts identified along the Pretty River Valley and 3 Butternuts within the southern woodland. Therefore, there are no anticipated impacts to these trees. Further, There is no development (i.e. hard surfaces, structures) proposed within 25 metres of 3 Butternut trees within the southern woodland. At his time, it is unknown if there will be any grading requirements within the open space lands adjacent to the 10 metre woodland buffer. Details related to the grading requirements will be explored and solidified at the detailed design stage. The open space lands will be situated approximately 16 metres from these 3 Butternuts. Although there is no expectation that there will be any impacts to these three individuals, it should be confirmed once grading details are known.

Section 2.2 of the PPS provides policies regarding water quality and quantity, including that they shall be protected, improved or restored by minimizing potential negative impacts and by implementing necessary restrictions on development to protect, improve or restore sensitive surface water features. This is elaborated in Policy 2.2.2 which requires development and site alteration to be restricted in or near sensitive surface water features so that their related hydrologic functions are protected, improved or restored. As stated, the Environmental Impact Study established the required setback from the Pretty River. This required setback forms the developable boundary of the Proposed Development.

Section 3.1 of the PPS provides policies regarding natural hazards. Specifically, Policy 3.1.1 b) requires that development generally be directed to areas outside of hazardous lands adjacent to rivers. Additionally, Policy 3.1.2 c) does not permit development in areas that would be rendered inaccessible to people and vehicles during times of flooding or erosion hazards. The limit of the Proposed Development (see **Appendix A**) is

based in part on the flood and erosion hazard from the Pretty River, as established by the EIS (see **Section 10.1**) and the Meander Belt Width Assessment (see **Section 10.2**). Accordingly, the Proposed Development is not located within areas impacted by flooding or erosion hazards.

Based on a comprehensive review of the proposal and applicable policies of the PPS, it is the opinion of this office that the Proposed Development is consistent with the policies of the PPS.

5.2 Growth Plan for the Greater Golden Horseshoe (2020)

The Town of Collingwood is within the boundaries of the Growth Plan for the Greater Golden Horseshoe (the "Growth Plan") and thus, the Growth Plan is applicable to the Site. The Growth Plan was created by the Province to guide the building of stronger more prosperous communities through the management of growth. The Growth Plan contains various principles which are to guide decisions on how land is developed. These guiding principles are outlined in Section 1.2.1 and include achieving complete communities, managing growth, protecting natural resources, optimizing the use of infrastructure, and providing for different approaches to managing growth that recognize the diversity of communities. The Proposed Development aligns with the guiding principles as it represents compact development and utilizes existing municipal infrastructure for water and wastewater servicing, and transportation access.

Section 2 provides policies about where and how to grow with an emphasis on directing growth to existing settlement areas. Specifically, Policy 2.2.1 provides requirements for how population and employment growth will be managed. These requirements include directing development to settlement areas that have a delineated built-boundary and offer municipal water and wastewater systems, directing development away from hazardous areas, providing for a diverse mix of housing options and a more compact built-form, as well as vibrant public open spaces.

The Site is within the settlement area of Collingwood where existing infrastructure and municipal servicing is available. The Site is also located outside of the existing built boundary and so is considered a designated greenfield area. The Proposed Development provides a diverse mix of housing types with single detached and street townhouse dwellings on varying lot sizes and includes a park and various walkways with access to the Clearview Collingwood Rail Trail, and the Pretty River and Pretty Creek Black Ash Creek natural areas. Additionally, the Proposed Development has been designed to an appropriate density given the characteristics and constraints of the Site and existing Official Plan designations on the Site, as outlined later in this Report.

Section 2.2.7 provides policies for Designated Greenfield Areas, including directing development in such areas to be planned, zoned and designed to contribute to creating a complete community, utilize street configurations, densities and an urban form to support walking, cycling and the early integration and sustained viability of transit services, and creating high quality public open spaces to support opportunities for transit, walking and cycling. As stated, the Proposed Development contains a mix of residential unit types and lot sizes, to help contribute to creating a complete community. Additionally, the Proposed Development was designed with a modified grid street pattern, in consideration of the shape of the Site. The proposed Draft Plan includes various walkways to facilitate pedestrian access to the Site and park/open spaces areas.

Policy 2.2.7.2 requires the entire designated greenfield area in the County of Simcoe to be planned to achieve a minimum density of no less than 40 residents and jobs per combined hectare. This is consistent with the County of Simcoe's target for Collingwood; which is to be measured over the entire Town and not applied on a site-by-site basis.

Policy 2.2.7.3 further specifies how the density target is measured, excluding specific natural heritage features. Accordingly, when applied specifically to the Site, the minimum density target for the Town equates to a population of 244. The County of Simcoe's Land Budget for the Town of Collingwood identifies 2016 persons per unit ratios of 2.43 and 2.18 for single detached dwellings and row houses (townhouses), respectively. The proposed Draft Plan includes 21 single detached lots and 107 townhouse units, for a total of 128 units. This

equates to a population of 284 and a density of approximately 46 people per hectare, which exceeds the minimum density target for the Town and will contribute to the Town achieving this minimum on a Town-wide basis.

Section 3 contains the Infrastructure policies of the Growth Plan, with specific sub-sections including Transportation (3.2.2), Water and Wastewater Systems (3.2.6), and Public Service Facilities (3.2.8). In accordance with the transportation policies, the Site is well located to utilize existing transportation infrastructure, being Kirby Avenue, Williams Street and Peel Street. The Proposed Development also provides walking connections throughout the subdivision.

Regarding water and wastewater services, the Proposed Development will utilize the existing municipal water and wastewater systems, utilizing existing infrastructure and infrastructure.

Section 4 contains policies for protecting natural systems, prime agricultural areas, mineral aggregate resources and the conversation of water, energy, air quality, cultural heritage and archeological resources. The Pretty River runs through the eastern portion of the Site. Both an EIS and a Meander Belt Width Assessment were prepared to identify the precise limits of the Pretty River. No development is proposed to take place in this area. While the Site is currently used for agricultural purposes, it is designated for residential development in the Town's Official Plan and is located within a settlement area, and is not considered to be a prime agricultural area.

Collingwood is further subject to the Simcoe Sub-Area policies of Section 6. Amongst other matters, these policies require primary settlement areas like Collingwood to plan to create complete communities and to ensure the development of high-quality urban form and public open spaces that are transit-supportive and support active transportation. As stated, the Proposed Development will assist in creating a complete community through the provision of a mix of residential units and lot sizes and will include open space components and trails. The Town of Collingwood also has town-wide urban design guidelines that apply to the development of the Site and Urban and Architectural Design Guidelines have been prepared for the Proposed Development demonstrating how the Proposed Development will be consistent with the Town's guidelines.

Based on a comprehensive review of the proposal and applicable policies of the Growth Plan, it is the opinion of the undersigned that the Proposed Development conforms with the Growth Plan.

6.0 COUNTY OF SIMCOE OFFICIAL PLAN

The goals of the County OP generally aim to protect, conserve and enhance the County's natural and cultural heritage; to achieve wise management and use of the County's resources; to implement growth management to achieve lifestyle quality and efficient and cost-effective municipal servicing, development and land use; to achieve coordinated land use planning among the County's local municipalities and with neighbouring jurisdictions and First Nations lands; to further community economic development which promotes economic sustainability, providing employment and business opportunities; and to promote, protect and enhance public health and safety. It is the opinion of the undersigned that this Proposed Development assists in achieving many of these goals as it will protect the natural features on the Site for the long term, make use of existing infrastructure, and not create any health or safety risks to the public.

As per Section 3.1 of the County OP, the strategy of the Plan is based on four themes. These themes are to direct a significant portion of growth and development to settlements where it can be effectively serviced, to enable and manage resource-based development, to protect and enhance the County's natural heritage system and cultural features and heritage resources, and to develop communities with diversified economic functions and opportunities, and a diverse range of housing options.

The Site is located within the Settlement designation of the Town of Collingwood in the County of Simcoe Official Plan. Municipal servicing is available to the Site. The Site contains a portion of the Pretty River, with an EIS having been conducted in order to confirm the extent of the natural heritage features on the Site, and with a Meander Belt Width Assessment identifying the required erosion hazard setback and other development constraints. The Proposed Development includes different housing options including single detached dwellings and townhouses with varying lot sizes, as well as a park. As such, the Proposed Development conforms with the four themes of the County OP.

Section 3.2 includes the Growth Management Framework of the County OP. In conformity with Policies 3.2.3 and 3.2.4, the Site is located within a primary settlement area and will be serviced with municipal water and sewage services.

Section 3.3 of the OP hosts general development policies that apply throughout the County. Included in this section are policies regarding natural heritage, transportation, and the subdivision of land, amongst others. In conformity with the lot creation general development policies, the Proposed Development is only for land uses permitted in the settlement designation, as outlined later in this Section, all lots will have access and frontage onto a public road and it is anticipated that the Town will require the Owner enter into a subdivision agreement to address various technical matters related to the eventual construction of the proposed subdivision.

In conformity with the natural heritage general development policies of the County OP, the Site does contain some of the natural heritage features identified in Policy 3.3.15; however, the EIS demonstrates that there will be no negative impacts on the natural features or their ecological functions. As stated, the Site does contain a portion of the Pretty River, with the Proposed Development based on appropriate setbacks from the river as established by the EIS and Meander Belt Width Assessment. In conformity with Policy 3.3.16 of the County OP, the Pretty River and associated setback area are delineated as a separate block in the proposed Draft Plan.

A Functional Servicing and Stormwater Management Report has been prepared for the Proposed Development and addresses the matters identified in Policy 3.3.16 of the County OP. Likewise, Policy 3.3.19 requires a Traffic Impact Study (TIS) for residential development consisting of 5 or more lots. Accordingly, a TIS has been prepared for the Proposed Development and concluded that the Proposed Development can be

accommodated by the existing road network, with no additional improvements required except those that are currently planned or required for future background traffic.

Section 3.5 of the County OP contains the Settlements designation land use policies. The objectives of the Settlements designation include focusing population and employment growth and development within settlements, developing a compact urban form that promotes the efficient use of land and provision of municipal services, developing mixed-use settlements that are healthy and sustainable and promoting development that minimizes land consumption and servicing costs. The Proposed Development conforms with the objectives of the Settlements designation as it is located within the settlement area of the Town of Collingwood, makes efficient use of existing infrastructure, maximizes the use of land through a combination of single detached and townhouse dwellings and promotes recreation with a park and access to natural areas and trails.

In addition to being within a settlement area, that Site is considered a designated greenfield area in its entirety and is also designated as lands for urban uses (residential) in its entirety. The Site is located contiguous to the existing built boundary, which is located along the Clearview Collingwood Rail Trail to the west of the Site. Additionally, the properties to the north and west of the Site are approved residential subdivisions. Policy 3.5.15 provides criteria to be considered when determining the phasing of development. Concerning those criteria, municipal water and sewage infrastructure currently exists to service the Site, and no issues regarding the provision of public service facilities were identified during the pre-consultation process.

As per the policies of the Growth Plan, the County OP identifies population forecasts for Collingwood. An assessment has not been undertaken to determine if the population proposed to be generated by the Site meets or exceeds that forecasted growth as Section 3.5.9 of the OP identifies that the Town can plan for development in excess of the population forecasts if development contributes to the achievement of the density or intensification targets, is on lands for urban use, can be serviced as per the applicable provincial plans and policies, and the County OP, and is in accordance with the Lake Simcoe Protection Plan (If applicable). It is the opinion of the undersigned that the Site does contribute to the density targets (as outlined below), the Site meets the definition of "lands for urban use", it can be properly serviced in accordance with provincial plans and policies as outlined in **Section 5.0** of this Report and in accordance with the County OP as outlined below, and the LSPP is not applicable to the whole of the Town.

The Density and Intensification policies for settlement areas are provided starting at Policy 3.5.23. As outlined in the Growth Plan, the minimum density target for designated greenfield areas in the Town of Collingwood in its entirety is 40 residents and jobs per combined hectare, with the average County-wide density target being 39 residents and jobs combined per hectare. As outlined in **Section 5.2** of this Report, the density of the Proposed Development is calculated as 46 residents per hectare and this does not factor in any jobs being provided through home based businesses. The local policies of the Town of Collingwood OP provide for a density of a minimum of 20 units per hectare (UPH) and a maximum of 55 UPH for Medium Density. The Site is proposed to have a density of 20.9 UPH (units per net hectare), as further outlined in **Section 7.0** of this Report.

The above-noted density requirements for the medium residential density designation was established by Official Plan Amendment 33 to the Town of Collingwood Official Plan, which was approved by the County in February 2015, after the establishment of the Growth Plan targeted densities and thus the densities provided for in OPA 33 are deemed to conform to the Growth Plan.

Settlement Form policies in Sections 3.5.26, 3.5.28 and 3.5.30 apply to the Proposed Development. In conformity with these policies, the Proposed Development includes walkways and connections to the Clearview Collingwood Rail Trail area to facilitate safe pedestrian environments, provides a range of housing types, has been designed to provide higher density housing types (townhouses) in proximity to existing public transit, and appropriately incorporates the Pretty River natural heritage feature while ensuring that public safety is protected.

Section 4 of the County OP contains policy statements that supplement the policies of Section 3. Section 4.1 contains policies related to healthy communities and housing development. The Proposed Development provides a range of housing types and opportunities for recreation and active transportation with a park and walkways throughout the development.

In accordance with the Resource Conservation policies of Section 4.5 (UA), the Proposed Development has been designed to protect water quality and quantity for the Pretty River, the development will take place outside of the flooding and erosion hazard areas associated with the River, and the Proposed Development is designed to be sufficiently set back from the Pretty River.

Section 4.7 contains policies related to sewage and water services. As Section 4.7 outlines, the preferred method of servicing for settlement areas and multi-lot development is full municipal sewage and water services. A Functional Servicing Report has determined that municipal water and sewage services can be appropriately provided to the Site (see **Section 10.4**).

Section 4.8 contains the Transportation policies of the County OP. Access to the Site will be provided by extensions from the existing Williams Street and Peel Street, north of the site, as well as a connection to the Eden Oak Indigo Estates subdivision by way of Kirby Avenue at the southwest corner of the Site. The existing driveway and bridge that currently crosses over the Pretty River to Raglan Street will be decommissioned as the bridge is currently deemed not to be safe for use.

Policy 4.8.26 requires traffic impact analysis where development applications will impact County Roads. The Traffic Impact Study for the Proposed Development determined that the Proposed Development can be accommodated by the surrounding road network with no additional improvements required, except those which are already planned for.

Regarding active transportation, the Proposed Development includes pedestrian walkways throughout the subdivision including to the Clearview Collingwood Rail Trail. Additionally, the park block located adjacent to the Clearview Collingwood Rail Trail will provide an opportunity to enhance the wider active transportation system throughout the Town by enhancing the existing Rail Trail and providing a destination point for those using the trail system. Streets in the Proposed Development will also include sidewalks and will naturally connect the existing residential developments to the north and west allowing for greater active transportation connectivity within the wider area of the Town

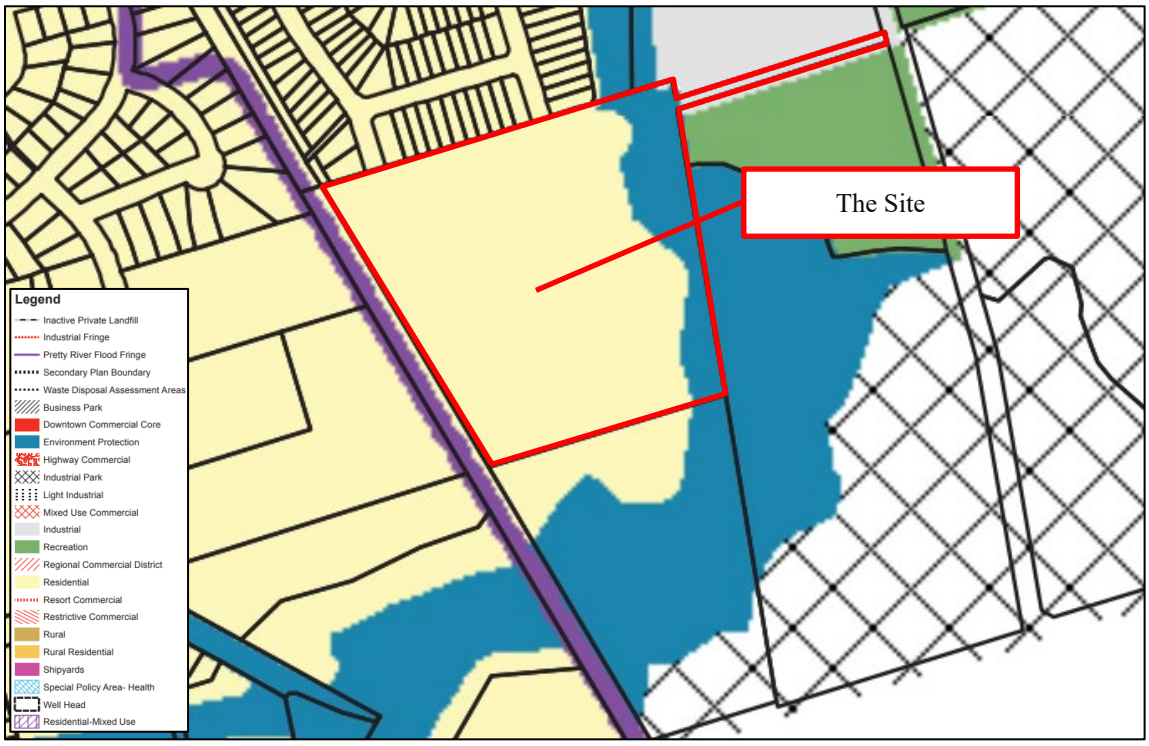
Based on a comprehensive review of the proposal and applicable policies of the County Official Plan, it is the opinion of the undersigned that the Proposed Development conforms to the policies of this County of Simcoe Official Plan.

7.0 TOWN OF COLLINGWOOD OFFICIAL PLAN

The Town of Collingwood Official Plan (the "Town OP") was approved on May 27, 2004, and consolidated in December 2014. Additionally, Official Plan Amendment 33 ("OPA 33") to the Town OP was approved by the County of Simcoe on February 10, 2015. OPA 33 includes new/updated residential and growth policies, and updated Land Use and Residential Density schedules.

As illustrated in Schedule A (Land Use) of the Town OP, the Site is predominately designated "Residential", with the Pretty River area designated "Environmental Protection" (see **Figure 2** below). Additionally, as illustrated on Schedule C (Residential Density) of OPA 33, the Residential area of the Site is predominantly considered "Medium Density Residential". Finally, Schedule E (Municipal Service Areas) of OPA 33 identifies the Site as within Municipal Service Area 1. It should be noted that there is no intention to develop on the Environmental Protection lands and that the proposed zoning for the Site will more accurately identify the limit of the environmentally sensitive lands.

Figure 2 – Official Plan Land Use Designation



Section 2.5 of OPA 33 provides growth management policies. As outlined by Policy 2.5.5, lands designated for urban uses on Schedule A (including "Residential"), will accommodate the Town's 2031 population allocation. Policy 2.5.6 identifies the projected dwelling type mix for the Town as 60% single and semi-detached, 20% townhouses and 20% apartments. Policy 2.5.7.2 re-iterates the minimum density target of 50 residents and/or jobs per hectare within designated greenfield areas, as established by the Growth Plan and County OP. Policy 2.5.7.3 specifies some flexibility may be permitted with regards to achieving the density target on a development specific basis, *"where it can be shown that there is a reasonable possibility of achieving the density target across the entire extent of designated and available development parcels within the designated greenfield*

area". **Section 6.0** of this Report contains a detailed analysis of the minimum density target for designated greenfield areas and the density of the Proposed Development.

As outlined in Figure 3 of OPA 33, infrastructure (including stormwater management facilities) and public parks are permitted in the Residential designation.

Policy 3.5.3 identifies the intent of the Town OP to not permit major forms of new development unless adequate municipal water, sanitary sewer and storm sewer facilities are available. Additionally, Policy 3.5.3 also intends that new development generally be contiguous with the existing built-up areas. As stated, the Site is located within Service Area 1, as identified on Schedule E. Regarding Service Area 1, policy 3.6.1 specifies that Services Area 1 *"includes the fully serviced lands within the built boundary ad some minor adjacent pre-designated lands outside the built boundary.".*

Section 3.8 provides goals and objectives related to Urban Design Guidelines. Following the objectives, the Proposed Development will maintain the Pretty River area and appropriate buffer area in its natural form, the proposed Draft Plan has been designed to include appropriate pedestrian access points to facilitate public access to the Collingwood Clearview Rail Trail, the higher density housing forms (townhouses) have been located to the centre of the Site, as well as the north, south and west of the Site, and specific landscaping and other design considerations will be considered through conditions of Draft Plan Approval. Additionally, the Town's Urban Design Manual was reviewed in establishing the design of the proposed Draft Plan. Further, an Urban and Architectural Design Guidelines report was prepared by John. G Williams Ltd., Architect which demonstrates how the Proposed Development is consistent with the Town's Urban Design Guidelines (see **Section 10.10**).

As outlined in Section 3.9, the Pretty River is one of the four (4) major river systems within the Town that are susceptible to flooding. In accordance with the general objectives for such natural hazards, the Proposed Development has been appropriately set back from the River, based on the recommendations of the EIS and the Meander Belt Width Assessment. Additionally, a Stormwater Management Report has been prepared, in accordance with the criteria outlined in Section 3.9.2.

As outlined in Policy 4.1.3.3 of the Town OP, an amendment to the OP is not required for minor modifications to the boundaries of Environmental Protection Areas. Policy 4.1.3.4 further explains that Environmental Protection Areas shown on Schedules A and B are to be used only as a guide in preparing to implement zoning criteria. As stated, development is not proposed within the area of the Site currently designated "Environmental Protection", with the proposed ZBA intended to more specifically identify the limit of environmentally sensitive and natural hazard lands, based on the findings of the EIS and the Meander Belt Width Assessment and consideration of the various development constraints identified within those reports.

Policy 4.1.3.13 encourages naturally vegetated buffers from the edge of Category 1 and 2 features that are generally a minimum of 30 metres in width. The Policy further explains 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. The limits of development reflected in the proposed ZBA and Draft Plan reflect the recommendations of the EIS and the Meander Belt Width Assessment.

Section 4.3 provides policies for the Residential designation. In accordance with the goals and objectives for the designation, the density of the Proposed Development is appropriate and will contribute towards the Town achieving its minimum density target on a Town-wide basis as outlined in **Section 6.0** of this Report, the proposed Draft Plan has been designed to include future connections to the adjacent properties to the north and west, the proposed Draft Plan has been designed with consideration for providing opportunities for active transportation, and the Draft Plan proposes smaller frontage single detached dwellings and townhouse dwellings which will contribute towards improving affordability within the Town.

Section 4.3.2.4 provides general policies that apply to all residential density designations, including recognition that the achievement of permitted density ranges is contingent upon appropriate servicing infrastructure and capacity being available, driveway access to residential development shall reflect the

function and design of the adjacent road system, and the maximum density for a given density designation is considered a 'hard ceiling'. The same absolute policy criterion is not afforded to the minimum density target.

Permitted uses in the Medium Density Residential designation include single detached dwellings, semi-detached dwellings, duplex dwellings, four lexes, triplexes, townhouses, apartments, student dormitories and boarding homes. The proposed ZBA would permit these uses in the R3-X zone; these are the same permitted uses as for the standard R3 zone.

The minimum density target within the Medium Density Residential designation is 20 dwelling units per gross hectare, while the maximum density is 55 units per gross hectare. The proposed Draft Plan provides a density of 20.9 units per net hectare in this area of the Site (excludes the undevelopable portion of the Site). Accordingly, the Proposed Development complies with the density requirements for the Medium Density Residential designation. It is noted this net density calculation is a conservative calculation as it includes both the park block which represents 8% parkland dedication as well as the stormwater management block. If these areas were removed from the calculation the net density would increase.

Section 4.3.2.12 outlines criteria that must be addressed in consideration of Official Plan and/or Zoning By-law Amendments. In conformity with these criteria:

- The Proposed Development is supportable from a transportation perspective, as concluded by the Traffic Impact Study;
- The Functional Servicing and Stormwater Management Report has concluded that the Site can be appropriately serviced with municipal water and sewage services, and detailed design associated with such servicing will be undertaken in accordance with all applicable standards; and,
- The Proposed Development conforms to the policies of the Town's Official Plan, as outlined throughout this section of the Report.

Section 5 of the Town OP provides the Transportation policies. Access to the Site will be provided by extensions from the existing Williams Street and Peel Street, north of the site, as well as a connection (Street D) to the Eden Oak Indigo Estates subdivision by way of Kirby Avenue at the southwest corner of the Site.

The Traffic Impact Study has determined that the Proposed Development will have acceptable impacts on the surrounding road network, as summarized in **Section 10.3** of this Report.

In accordance with the requirement for local roads, roads within the proposed Draft Plan have been designed with a right-of-way width of 20 metres in a modified street grid pattern, and have been oriented in an east-west direction, where possible.

A Stage 1-2 Archaeological Assessment was conducted for the Site and concluded that the Site does not contain any archaeological resources.

Section 8.2.1.2 outlines criteria for Council's considerations when reviewing proposed Zoning By-law Amendments:

a) As stated throughout this Report, the Proposed Development will not have a negative impact on adjacent uses;

b) The proposed ZBA would permit residential uses which are not inherently hazardous;

c) The Proposed Development has been designed to incorporate appropriate buffers from the Pretty River, as recommended by the EIS and Meander Belt Width Assessment. Additionally, the Stormwater Management Report has devised a Plan to appropriately protect water quality and quantity.

d) The proposed ZBA conforms with the provisions of the *Planning Act* (see **Section 4.1**), County of Simcoe Official Plan (see **Section 6.0**), and the Town of Collingwood Official Plan as outlined throughout this Section.

e) The required reports and studies to accompany the proposed ZBA were determined with Town staff and other external agencies through the formal Pre-consultation process. It is the opinion of the undersigned that the application for the proposed ZBA represents a complete application.

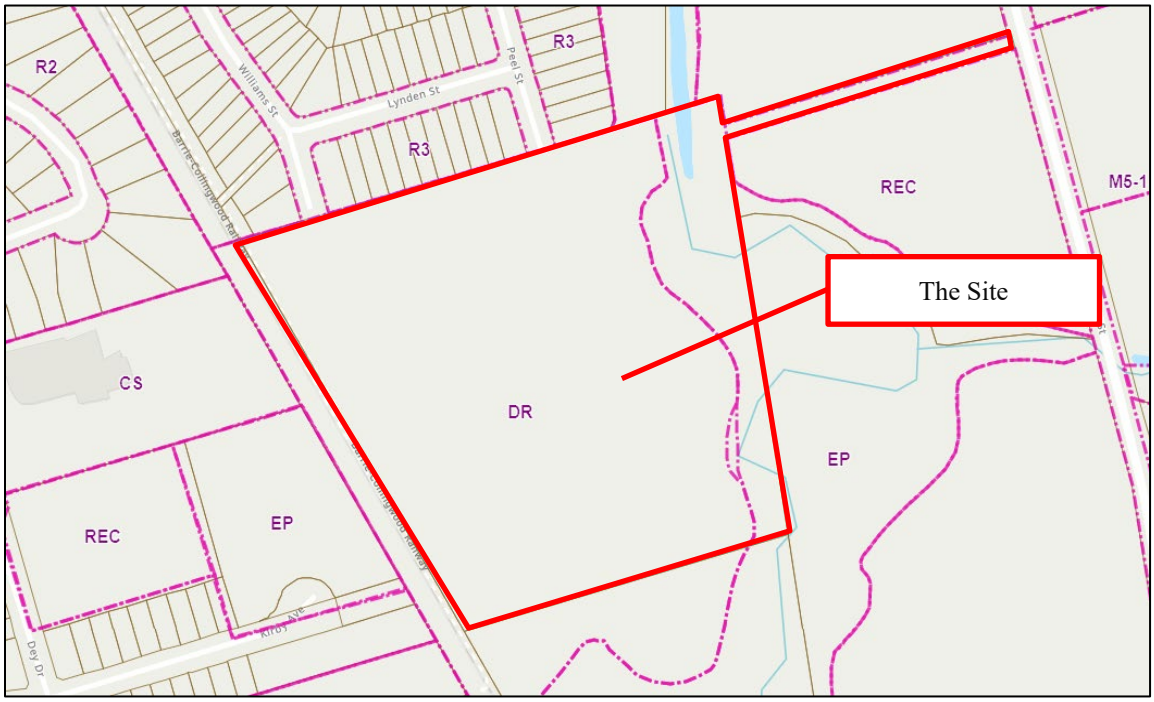
In accordance with Section 8.6 of the Town OP, an application for a Draft Plan of Subdivision has been submitted for the Proposed Development, and the Site can be provided with adequate municipal services, as outlined throughout this Report. Additionally, it is the opinion of the undersigned that the application for the Draft Plan of Subdivision contains all required information identified by the Town to be considered complete.

Based on a comprehensive review, it is the opinion of the undersigned that the proposed ZBA and proposed Draft Plan conform with the Town of Collingwood Official Plan.

8.0 TOWN OF COLLINGWOOD ZONING BYLAW

The Site is currently zoned "Deferred Residential" (DR) and partly "Environmental Protection" (EP) (see **Figure 3** below).

Figure 3 – ExistingZoning



As stated, the proposed Zoning By-law Amendment (ZBA) would:

- Refine the boundaries of the Environmental Protection (EP) Zone on the Site, based on the conclusions of the Environmental Impact Study and the various development constraints and their associated setbacks/buffers identified as being required to protect the natural heritage features on the Site (see **Section 10.1**).

- Rezone a portion of the Site currently zoned DR to the Recreation (REC) Zone to permit the proposed parkland.

- Rezone a portion of the Site currently zoned DR to the Environmental Protection (EP) Zone to permit the proposed stormwater management pond.

- Rezone the majority of the Site currently zoned DR to a new site-specific R3 exception (R3-X) Zone, which would include site-specific provisions for minimum lot frontage and lot area as they relate to the proposed street townhouses.

- Rezone a portion of the Site currently zoned DR to the R3 Zone to permit the proposed single detached dwellings.

The proposed ZBA can be viewed in **Appendix B**. The reason for the rezoning is to permit the Proposed Development and include a number of site-specific provisions related to some of the townhouse units to allow for smaller frontage townhouse lots, in order to more closely meet the density requirements of the Town's Official Plan and provide a smaller more affordable housing product.

Regarding the Deferred Residential (DR) Zone on the Site, as outlined by Section 2.7 of the Town's Zoning By-law, the deferred development zones are utilized until Council is satisfied that the final zone classification should be. In this case, the DR zoning references that the Site should be placed in a Residential zone, in conformity with the Town's Official Plan.

Table 1 below outlines the existing zone provisions for the standard R3 Zone, the proposed zone provisions for the R3-X Zone, and the conditions portrayed in the proposed Draft Plan.

Table 1 – Zone Provisions – R3-X Zone

Zone Provisions	R3 Zone – Existing Requirement (Single Detached)	R3-X Zone – Proposed Requirements (Single Detached)	R3 Zone – Existing Requirement (Street Townhouse)	R3-X Zone – Proposed Requirement (Townhouse)
Minimum Lot Area (m^2)	325	No change	**225**	**170**
Minimum Lot Frontage (m)	10	No change	**7.5**	**6.0**
Minimum Front Yard (m)	4.5	No change	4.5	No change
Minimum Exterior Side Yard (m)	4.5	No change	4.5	No change
Minimum Interior Side Yard (m)	1.2	No change	1.8 (end units)	No change
Minimum Rear Yard (m)	7.5	No change	7.5	No change
Maximum Height (m)	12.0	No change	12.0	No change
Maximum Lot Coverage (bungalow)	45 %	No change	N/A	No change
Maximum Lot Coverage (other than bungalow)	40 %	No change	45 %	No change
Minimum Landscaped Open Space	35 %	No change	35 %	No change

As outlined in Table 1 above, the proposed site-specific provisions for the R3-X zone relate to the minimum lot area and lot frontage for the proposed townhouse units. It is the opinion of the undersigned that these reduced requirements are appropriate for the Site as the Proposed Development conforms with the density requirements for the Medium Density Residential designation (see Section 7.0 of this Report), allowing smaller townhouse units will provide for a smaller and more affordable housing product and the proposed Draft Plan has been designed to include a majority of the proposed dwellings as townhouse units with the single detached dwelling lots grouped along the eastern development limit boundary associated with the Pretty River.

It is also noted that there are multiple exception zones in the Town's Zoning By-law that permit a 6 metre minimum lot frontage for townhouses and minimum lot areas either less than or similar to the 175 m^2 minimum lot area proposed by the ZBA.

The R3-X Zone also includes a site-specific provision permitting a minimum of 3 metre sight triangles, whereas 6 metres is the general provision. It is noted that several residential zones in the Town contain site-specific 3 metre sight triangle requirements, with 3 metres being consistent with the Town's Development Standards, which specify a minimum 3m x 3m sight triangle for the intersection of local roads.

In compliance with the general provisions of the Zoning By-law, all of the lots in the proposed Draft Plan will be connected to municipal water and sewage services and will have frontage onto a public street. Additionally, all of the proposed lots will be required to comply with the standard parking provisions of the By-law, which require 2 parking spaces per single detached or townhouse dwelling.

Based on a comprehensive review, it is the opinion of the undersigned that the proposed ZBA is generally in keeping with approaches used for existing exception zones in the Town's Zoning By-law, the proposed Draft Plan complies with the requirements of the proposed ZBA, and the proposed ZBA is appropriate for the Site.

9.0 NEED ASSESSMENT

Through formal pre-consultation, the Town of Collingwood identified that a "Need Assessment" was required within the Planning Justification Report. As mentioned 21 single detached dwellings and 107 townhouses are proposed. From a Need perspective, the County of Simcoe is currently undertaking a Municipal Comprehensive Review (MCR) process which includes completing revised Land Needs Assessments (LNA) for each of the lower-tier municipalities.

For the Town of Collingwood, the Draft LNA dated October 5th, 2021 has identified the Town of Collingwood is forecasted to grow by a population of 17,180 people over the course of the 30 year planning period from 2021 to 2051. Of this growth, a total of 10,360 housing units are to be provided in order to accommodate the forecasted population.

Of the forecasted housing units that are to be provided, 50% (5,180 units) is forecasted to occur within the designated greenfield areas in which the Site is located within.

Of that growth, 3,214 units of single detached dwellings are required and 1,448 units of townhouses are required.

It is the opinion of the undersigned that there is an identified need for the 21 single detached dwellings and 107 townhouses proposed and that the Proposed Development will assist the Town in delivering the identified housing supply needs to the community.

10.0 TECHNICAL STUDIES

This Section of the Report summarizes the various Technical Studies that have been completed for the Site and Proposed Development and included in the application submission package.

10.1 Environmental Impact Study

An Environmental Impact Study (the "EIS") was conducted for the Proposed Development by Azimuth Environmental Consulting Inc., dated December 2021. The EIS documents the current environmental conditions present on the Site, assesses the potential presence of key/sensitive natural heritage features and outlines strategies to mitigate any potential impacts of the Proposed Development. The scope of work of the EIS was confirmed with the Nottawasaga Valley Conservation Authority (the "NVCA") through pre-consultation.

Based on the analysis, the EIS provided the following conclusions:

- A 10m setback to the Candidate Significant Woodland and a 30m setback to the Significant Valleyland will remain post development thus retaining the overall ecological functions and attributes that contribute to the significance of this feature.
- The protection of the identified Significant Natural Heritage Features and proposed setbacks are consistent with the provincial and Town planning policies in addition to NVCA policy and/or recommendations obtained through the consultation process;
- The Proposed Development will not impact the potential Significant Wildlife Habitat features that have been identified on and adjacent to the property.
- Within the property limits, the Pretty River hosts direct cold-water fish habitat, including providing a migratory corridor and spawning habitat for salmonids. The proposed land use is expected to have minimal impacts or not cause serious harm to fish and fish habitat. A minimum 30m buffer to the Pretty River Significant Valleyland long-term stable to of bank has been incorporated into the Proposed Development plan, and all current natural buffers adjacent to the watercourse will be maintained post-development. As per the Functional Servicing and Stormwater Management Report, SWM design has been implemented to ensure that quantity and quality of post-development discharge entering the Pretty River will not cause harmful alteration to the fish and fish habitat found within the Pretty River. Fisheries Act review by DFO is not expected to be required for the Proposed Development.
- Additional works and consultation with MECP related to Butternut is required prior to any site alteration or development as per recommendations within the report in order to avoid contravention of Ontario's ESA.
- An NVCA work permit will be required prior to any development within lands regulated by the NVCA under O. Reg. 172/06.

10.1.1 Butternut Health Assessment

A total of 21 Butternut trees were identified on the Site all of which were included within the Butternut Health Assessments (BHA). The Ontario Ministry of Northern Development, Mines, Natural Resources and Foresty (NDMNRF) requires that a BHA occurs prior to any development or site alteration that may impact Butternut trees. The purpose of this assessment is to quantify the level of impact of the fungus on each specimen by recording the amount of living tree crown and the extent of surface wounds on the trees. The assessment characterizes the level of impact of the trees and employs an assessment matrix to assign one of three categories as follows:

- Category 1 – (Non- retainable) Trees affected by Butternut canker to such an advanced degree that retaining the tree would not support the protection or recovery of the species in the area in which the tree is located;
- Category 2 – (Retainable) Trees not affected by Butternut canker or affected by Butternut canker but the degree to which it is affected is not too advanced and retaining the tree could support the protection or recovery of in the area in which the tree is located; and,
- Category 3 – (Archivable) Trees that may be useful in determining sources of resistance to Butternut canker.

Trees designated as Category 1 do not receive protection under the Endangered Species Act (ESA); whereas, Category 2 and Category 3 trees are subject to individual and habitat protections under Section 9 and 10 of the ESA.

The BHA concluded that there were a total of 9 Category 1 trees, 7 Category 2 trees and 5 Category 3 trees. The BHA was submitted to NDMNRF on September 5, 2018, and was subsequently accepted. The 9 Category 1 trees are in poor health and are no longer protected by Ontario's ESA. The remaining 7 Category 2 and 5 Category 3 trees are considered healthy and therefore, the individual Butternuts and their habitat continue to be protected from harm or destruction according to Ontario's ESA.

There is no development or site alteration proposed within 25 metres of the 6 Category 2 Butternuts along the Pretty River Valley and the 3 Category 3 Butternuts within the southern woodland of the Site. Therefore, there are no anticipated impacts to these trees.

There is also no development (i.e. hard surfaces, structures) proposed within 25 metres of 1 Category 2 and 2 Category 3 trees within the southern woodland of the Site. At this time, it is unknown if there will be any grading requirements within the open space lands adjacent to the 10 metre woodland buffer. Details related to the grading requirements will be explored and solidified at the detailed design stage. The open space lands will be situated approximately 16 metres from these 3 Butternuts. Although there is no expectation that there will be any impacts to these three individuals, it should be confirmed once grading details are known.

Consultation with Ontario Ministry of the Environment, Conservation and Parks (MECP) has been initiated but further consultation will be required once details are known about the open space lands. There are several outstanding questions from MECP that need to be answered and/or are unknown at this time. Opportunities to mitigate impacts during construction within the 25 metre buffer area to avoid disturbance of the roots, soil, compaction etc. can be explored at detailed design. Once these details are known, consultation with MECP should continue to determine if additional actions are required in order to remain in compliance with Ontario's ESA as it relates to Butternut trees.

10.2 Meander Belt Width Assessment and Erosion Hazard Report

A Meander Belt Width Assessment was conducted for the Proposed Development by GEO Morphix Ltd., dated October 5, 2021. The purpose of the Meander Belt Width Assessment was to identify the environmental constraints and setbacks associated with the Pretty River, as well as inform the erosion hazard associated with the Site. The conclusions of the Meander Belt Width Assessment indicate the following:

- This section of Pretty River flows within a partially confined system through the subject lands. Through aerial photograph interpretation, it was determined that the channel planform through the system has remained relatively unchanged since the late 1950s.
- Land use was unchanged to the east, south, and west of the subject property but was converted from primary agricultural areas to residential and commercial areas to the north of the subject property. The channel was straightened downstream of the subject lands to control flows using a dike flood control structure.

- Based on the 100-year erosion rate, as well as observations of erosion, a 5 metre erosion setback to the geotechnically long-term stable top of slope is recommended.
- Following MNRF's (2001) approach, the 100-year erosion setback of 5 metre could be applied to address the erosion hazard where the river is within 15 metres of the valley top of slope.
- In addition to the erosion setback, a 6 metre access easement is required through NVCA. This constraint, as well as the 5 metre setback on the long-term stable top of slope, should be included in the final constraint mapping.

10.3 Traffic Impact Study

A Traffic Impact Study (the "TIS") was conducted for the Proposed Development by C.F. Crozier and Associates ("Crozier"), dated October 2021. The purpose of the TIS is to address the requirements of the Town of Collingwood and County of Simcoe regarding potential transportation impacts. The analysis of the TIS was completed based on a previous version of the Draft Plan, which proposed 21 single detached units and 98 townhouse units; however, the TIS indicates that the findings and conclusions provided still remain valid for the revised Draft Plan.

Based on its analysis, the TIS provided the following conclusions:

- Under existing conditions, the study intersections are operating at a Level of Service (LOS) "C" or better, with excess capacity for growth. This analysis took into consideration the completion of the left-turn lane on Poplar Sideroad at Portland Street and the realignment of Tracey Lane/Findlay Drive at Hurontario Street.
- Under 2029 future background conditions, the intersections of Tracey Lane/Findlay Drive and Hurontario Street, Poplar Sideroad and Portland Street, and Collins Street and Peel Street are expected to operate at a LOS "C" or better; LOS of "E" or better; and LOS of "A", respectively.
- The Proposed Development is expected to generate 67 and 81 trips in the weekday a.m. and p.m. peak hours, respectively. As noted, this trip generation was based on a previous version of the site plan and is understated by 5 and 7 two-way trips in the a.m. and p.m. peak hours, respectively. As such, the findings and conclusions contained within this report remain valid when considering the final Draft Plan prepared by MHBC Consulting, dated October 8, 2021.
- The Proposed Development will result in additional traffic volumes to local roads north and west of the site. The addition of traffic volumes on Collins Street is forecasted to be 17vehicles or less. The addition of traffic volumes on Peel Street is forecasted to be 19 vehicles or less. The intersections of Collins Street and Hurontario Street as well as Peel Street and Hume Street are signalized and can support additional traffic volumes.
- Under the 2029 future total traffic volume conditions, the study intersections do not warrant signalization. The analysis followed the procedures specified in Chapter 4 of the "Ontario Traffic Manual – Book 12", March 2012 for Justifications 1 (Minimum Vehicle Volume), 2 (Delay to Cross Traffic) and 3 (Volume/Delay Combination). The future total peak hour volumes were assigned to the 8-hours based on the percentage of the peak hour traffic volumes established from the existing 8-hour traffic data.
- Under 2029 future total conditions, the intersections of Tracey Lane/Findlay Drive and Hurontario Street, Poplar Sideroad and Portland Street, and Collins Street and Peel Street are expected to operate at a LOS "C; LOS of "E" or better; and LOS of "A", respectively.
    - The addition of the site generated traffic at the intersections of Poplar Sideroad and Portland Street is expected to result in a maximum increase in the control delay of 6.6 s and a maximum increase in volume-to-capacity ratio of 0.08, associated with the southbound approach, when compared to the future background traffic operations.

- Sidewalks will be provided throughout the site, tying into the existing infrastructure on Williams Street, Peel Street and Kirby Avenue, and will provide connectivity to the Rail Trail. Internal intersection traffic control and crosswalks will be reviewed through detailed design.

In summary, the TIS concludes that the proposed ZBA and Draft Plan applications can be supported from a traffic operations perspective.

10.4 Functional Servicing and Stormwater Management Report

A Functional Servicing and Stormwater Management Report was prepared for the Site by C.F. Crozier and Associates Inc. ("Crozier") and dated November 2021. The FSR addresses servicing requirements for the Proposed Development including the proposed servicing strategy, stormwater management, floodplain mapping, utilities, and erosion and sediment controls during construction.

Based on its analysis, the report concludes the following:

- A 20 m ROW is proposed for the public roadways within the Site. The typical section will consist of an urban cross-section consisting of a curb and gutter and storm sewer system.
- The existing 250mm dia. will be extended from William Street and Peel Street Existing into the Site. The Sanitary flows will be confirmed through the Town-wide Sanitary Sewer Model.
- There are existing watermains on Kirby Avenue, William Street and Peel Street that the proposed 200 mm watermain can connect to. The internal watermain will feature a looped network which will also interconnect a number of dead-end mains within the municipal distribution system. The sizing of the internal watermain, available pressure, sizing of PRVs will be confirmed through Town updates to the Municipal water system model at the detailed design stage.
- Preliminary grading has indicated that a majority of the development will drain towards the internal roadway/storm sewer network and stormwater will be conveyed to the proposed SWM Facilities. The remaining areas will maintain existing drainage patterns as much as possible. Final grading will be determined during detailed design.
- The SWM Facility is designed to convey minor storms (up to 5-year event) into the Peel Street sewer system, ultimately discharging into the Riverside Pond. Higher storm events will be controlled via a weir and emergency outflow into the Pretty River, ensuring that the flows don't exceed pre-development flows. Quality and Erosion control will be undertaken in the Riverside Pond.
- The Peak flows into Pretty River were assessed from the SWM Pond and the rear yards of the Townhouses to the East, the pre-development flows were not exceeded.
- Minor (up to and including 5-year) storm events from the Site draining to William Street and Peel Street conveyed by storm sewer do not exceed existing capacity
- Major storms (>5 year) will be conveyed through overland flow into William Street and Peel Street, ultimately discharging into Riverside Pond.
- Phosphorous removal is provided via filter units as a "best effort" approach.
- A "best efforts" approach for water balance and erosion control has been implemented.

In summary, the FSSWM Report concludes that the Proposed Development can readily meet the servicing and stormwater management objections of the Town and the Nottawasaga Valley Conservation Authority.

10.5 Hydrogeological Study

Toronto Inspection Ltd. is completing a Hydrogeological study in support of the Proposed Development. It is understood that their preliminary findings have not found any obstacles that would hinder the Proposed Development. It is noted that their final report will be provided at a later date under separate cover. On the basis that the final Hydrogeological Study supports the development as proposed, it is understood that this Study will meet all applicable criteria.

10.6 Geotechnical Report

Toronto Inspection Ltd. completed a Geotechnical report, dated December 7th, 2021, in support of the Proposed Development. The objectives of the geotechnical investigation were to provide subsurface information with regards to the types, thicknesses and variability of the subsoils underlying the area of the Proposed Development, establish groundwater conditions, provide recommendations for the design and construction of foundations, slab-on-grade construction, excavation, provision for perimeter permanent drainage, and design and construction of roads and pavements. In summary, the findings of the Geotechnical report supports the Proposed Development. The discussions and recommendations are contained within the Geotechnical report itself, which has been submitted in support of the Proposed Development.

10.7 Slope Stability Study

Toronto Inspection Ltd. completed a Slope Stability report, dated December 6th, 2021, in support of the Proposed Development. The purpose of the Study was to establish the stable top of slope in order to determine the setback of the Proposed Development at the Site. The Study evaluates the stability of the existing slope at 2 sections within the Site, based on the subsoil and groundwater conditions encountered in the boreholes along the northeast and southeast side of the Site, close to the staked top of the bank.

In summary, the Study concludes the following:

- The setback for the Proposed Development should be based on the maximum distance of the following conditions:
    - As required by the Town of Collingwood Official Plan, all developments adjacent to the Pretty River must be setback a minimum of 30 metres from the long-term stable top of slope; or
    - The following analytical values, whichever is greater:
        - A toe erosion allowance of 5 metres;
        - The stable top of slope of 5.3 metres and 1.1 metres inland from the existing tope of ban; or
        - A minimum of a 6 metres erosion access allowance, as required by the Town of Collingwood Official Plan.
- Based on the above-noted conditions, it is recommended in the Study that:
    - No additional surcharge should be placed within 10 metres from the top of the bank; and,
    - No uncontrolled flow of surface water should be allowed onto the slope, as this may result in erosion gullies on the bank

10.8 Archaeological Study

A Stage 1 and Stage 2 Archaeological Assessment Report was prepared by AMICK Consultants Ltd., dated November 2008 for 452 Raglan Street. Is it noted that the Report was completed in support of a previous

development proposal on the Site; however, it is understood that the findings of the Report are still applicable today. In summary, the Report concludes that no archaeological resources were encountered and that the Proposed Development considered cleared of any further requirements for archaeological fieldwork.

10.9 Urban and Architectural Design Guidelines

Urban and Architectural Design Guidelines (UADG) report was conducted for the Proposed Development by John G. Williams Ltd., Architect, dated December 14, 2021. The purpose of the UADG is to establish a development vision, design principles, detailed design guidelines, and an implementation strategy to direct the creation of a sustainable and vibrant new residential development that is appropriate to its local context, environmentally sustainable, respects the natural heritage features of the area, creates an attractive and safe public realm, and supports active transportation and recreational activities. The UADG provides an overview of the Proposed Development with respect to the following:

- Vision and guiding principles;
- Public realm guidelines;
- Residential design guidelines; and,
- Design review/approval process

The document builds upon the framework of design objectives and concepts established within the Town of Collingwood's Urban Design Manual (December 2010) and shall be read in conjunction with that document. The document also identifies a future Control Architect design review process to ensure the approved Architectural Control Guidelines are implemented.

11.0 CONCLUSION

Based on the analysis outlined above and the conclusions of the other technical studies (assuming the final Hydrogeologicla Report does not raise any concerns), it is the opinion of the undersigned that the proposed Zoning By-law Amendment and proposed Draft Plan of Subdivision, to allow for the development of 128 single detached and townhouse dwellings, and an associated park and stormwater management facilities, are in the public interest and represent good planning for the following reasons:

1. The applications are consistent with the Planning Act and Provincial Policy Statement, and conform to the Growth Plan for the Greater Golden Horseshoe;
2. The applications conform to the County of Simcoe Official Plan and Town of Collingwood Official Plan; and,
3. The proposed Zoning By-law Amendment is in keeping with the approaches used in the Town of Collingwood Zoning By-law;
4. The proposed Draft Plan complies with the proposed Zoning By-law Amendment and otherwise complies with the applicable provisions of the Town of Collingwood Zoning By-law.

Respectfully submitted,

MHBC

Kory Chisholm, BES, M.Sc, MCIP, RPP
Partner

Shayne Connors, BAH, M.Sc
Planner

Appendices

Appendix **A**

RESIDENTIAL

RESIDENTIAL

WILLIAMS STREET

RESIDENTIAL

LYNDEN STREET

RESIDENTIAL

PEEL STREET

WOODED AREA

WETLAND

ELEMENTARY SCHOOL

CLEARVIEW COLLINGWOOD RAIL TRAIL

(FORMER CANADIAN NATIONAL RAILWAY RIGHT OF WAY)

STORMWATER POND

KIRBY AVENUE

RESIDENTIAL

CROPLAND

WETLAND

PRETTY RIVER

RAGLAN STREET

REGISTERED PLAN 51M-865

BLOCK 153

LOT 41, CONCESSION 8

PART 5, 51R-41297

WEST HALF OF LOT 41

CONCESSION 7

PART 3, 51R-41297

PART 2, 51R-3747

WEST HALF LOT 40

PART 1, 51R-12874

NORTH HALF LOT 40

PART 1, 51R-3747

SOUTH HALF LOT 40

PART 1, 51R-27398

CONCESSION 8

CONCESSION 7

PART 4, 51R-27398

LOT 32

LOT 33 | LOT 34 | LOT 35 | LOT 36 | LOT 37 | LOT 38 | LOT 39 | LOT 40 | LOT 41 | LOT 42 | LOT 43

PLAN 51M-865

LOT 44

BLOCK 143 (0.3m RESERVE)

BLOCK 144 (0.3m RESERVE)

BLOCK 153

N73°08'00"E 348.50

N72°22'20"E 205.94

N72°22'20"E 209.57

N72°22'20"E 2.52

10.16

10.06

N15°48'05"W

302.85

N30°49'55"W

N19°32'55"W

N73°55'35"E 172.23

N73°55'35"E 62.82

310.35

BLOCK 30 | BLOCK 31 | BLOCK 32 | BLOCK 33 | BLOCK 34 | BLOCK 35 | BLOCK 36 | BLOCK 37

BLOCK 29 | BLOCK 28 | BLOCK 27 | BLOCK 26

BLOCK 48 WALKWAY

BLOCK 50 WALKWAY / OVERLAND FLOW

BLOCK 46 SWM AREA 1,491m²

BLOCK 24 | BLOCK 25 | BLOCK 23 | BLOCK 22

BLOCK 41 | BLOCK 42 | BLOCK 40 | BLOCK 43 | BLOCK 39 | BLOCK 44 | BLOCK 38 | BLOCK 45

BLOCK 49 WALKWAY

BLOCK 47 PARK 4,852m²

BLOCK 51 OPEN SPACE 28,726m²

STREET A

STREET B

STREET C

STREET D

DEVELOPMENT LIMIT

DEVELOPMENT LIMIT

FLOODLINE 6m ALLOWANCE

10m TRAIL SETBACK

1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21

LAND USE SUMMARY

PROVISION	LOTS / BLOCKS	UNITS	AREA
SINGLE DETACHED • 11m LOTS	1-21	• 21	1.07ha
TOWNHOUSE • 6m UNITS • 7.2m UNITS	22-45	• 59 • 48	• 1.08ha • 1.59ha
STORMWATER MANAGEMENT AREA	46	-	0.15ha
PARK	47	-	0.49ha
WALKWAY	48-49	-	0.03ha
OVERLAND FLOW / WALKWAY	50	-	0.03ha
OPEN SPACE	51	-	2.87ha
RIGHT OF WAY	-	-	1.68ha
TOTALS	-	128	8.99ha

LEGAL DESCRIPTION

PART OF THE WEST HALF OF LOT 40, CONCESSION 7
PART OF THE NORTH HALF OF LOT 40, CONCESSION 8
FROMERLY TOWNSHIP OF NOTTAWASAGA
TOWN OF COLLINGWOOD
COUNTY OF SIMCOE

OWNER'S CERTIFICATE

I HEREBY AUTHORIZE MACNAUGHTON HERMSEN BRITTON CLARKSON PLANNING LIMITED TO SUBMIT THIS PLAN FOR APPROVAL.

DATE: NOVEMBER 30, 2021

ROMAS KARTAVICIUS - PRESIDENT
PRESIDENT - EDEN OAK INC.

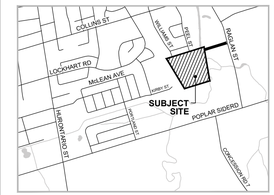
SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED ON THIS PLAN AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATELY AND CORRECTLY SHOWN.

DATE: NOVEMBER 30, 2021

PAUL R. THOMSEN - O.L.S.
ZUBEK, EMO, PATTEN & THOMSEN LTD.

KEY PLAN



Subject Site

NORTH

SCALE
0 0.25 0.5 0.75 1km

LEGEND

- PROJECT BOUNDARY LINE
- RIGHT OF WAY LINE
- BLOCK LINE
- LOT LINE
- UNIT LINE
- LOT FRONTAGE
- PARCEL FABRIC

REVISION No.	DATE	ISSUED / REVISION	BY

ADDITIONAL INFORMATION REQUIRED UNDER SECTION 51(17) OF THE PLANNING ACT R.S.O. 1990 C.P.13 AS AMENDED

- **A.** AS SHOWN
- **B.** AS SHOWN
- **C.** AS SHOWN
- **D.** 21 SINGLE DETACHED & 107 TOWNHOUSE UNITS
- **E.** AS SHOWN
- **F.** AS SHOWN
- **G.** AS SHOWN
- **H.** MUNICIPAL WATER SUPPLY
- **I.** GRAVELLY SANDY LOAM
- **J.** AS SHOWN
- **K.** FULL MUNICIPAL SERVICES
- **L.** AS SHOWN

113 COLLIER STREET
BARRIE, ON, L4M 1H2
P: 705 728 0045 F: 705 728 2010
WWW.MHBCPLAN.COM

PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE
MHBC PLANNING

STAMP

DATE	NOV. 30, 2021
FILE No.	Y537R
SCALE	1:900 (ARCH D)
DRAWN BY	M.M.
CHECKED BY	K.C.
OTHER	

PROJECT

452 RAGLAN STREET

EDEN OAK INC.
1443 HURONTARIO STREET
MISSISSAUGA, ONTARIO
L5G 3H5

NORTH

FILE NAME

DRAFT PLAN OF SUBDIVISION

DWG No. 1 of 1

SCALE BAR

0 4 8 12 16 20 30 40 60 80m

MEASUREMENTS SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

N:\Collingwood\Eden Oak – 452 Raglan St, Collingwood – Y537R\Drawings\Draft Plan\CAD\Y537R – Draft Plan – 2021-11-30.dwg

Appendix **B**

DRAFT

BY-LAW NO. 2022-XX

OF THE

CORPORATION OF THE TOWN OF COLLINGWOOD

BEING A BY-LAW UNDER THE PROVISIONS OF SECTION 34 AND 36
OF THE *PLANNING ACT,* R.S.O. 1990, c. p.13, AS AMENDED.

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

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

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

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

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

1. ***THAT*** Schedule "A – Map 28" to Zoning By-law No. 2010-040, as amended, is hereby further amended as it pertains to lands shown more particularly on Schedule "A" affixed hereto and forming part of this by-law, by rezoning said lands from the DEFERRED RESIDENTIAL (DR) ZONE and the ENVIRONMENTAL PROTECTION (EP) ZONE to the RESIDENTIAL THIRD DENSITY (R3) ZONE, the RESIDENTIAL THIRD DENSITY EXCEPTION X (R3-X) ZONE, the RECREATION (REC) ZONE, and the ENVIRONMENTAL PROTECTION (EP) ZONE.

2. ***THAT*** Section 6.5 Residential Exception Zones of By-law No. 2010-040, as amended, is hereby further amended by adding the following new section:

"RESIDENTIAL THIRD DENSITY EXCEPTION 'X' – R3-X ZONE

The following zone exceptions shall apply to a street townhouse dwelling:

Minimum lot frontage: 6.0 m
Minimum lot area: 170 m^2

That notwithstanding Section 4.16.2, when determining the size of a sight triangle, the length of measurement from the point of intersection of a street or highway shall be a minimum of 3.0 metres.

3. ***THAT*** Collingwood Zoning By-law 2010-040 is hereby amended to give effect to the foregoing, but that Collingwood Zoning By-law 2010-040 shall in all other respects remain in full force and effect.

4. ***THAT*** this By-law shall come into force and effect on the date it is enacted and passed by the Council of the Corporation of the Town of Collingwood, subject to notice hereof being circulated in accordance with the provisions of the *Planning Act* and Ontario Regulation 543/06 and 545/06, and if required as a result of such circulation the obtaining of the approval of the Ontario Land Tribunal.

ENACTED AND PASSED this XX day of XX 2022.

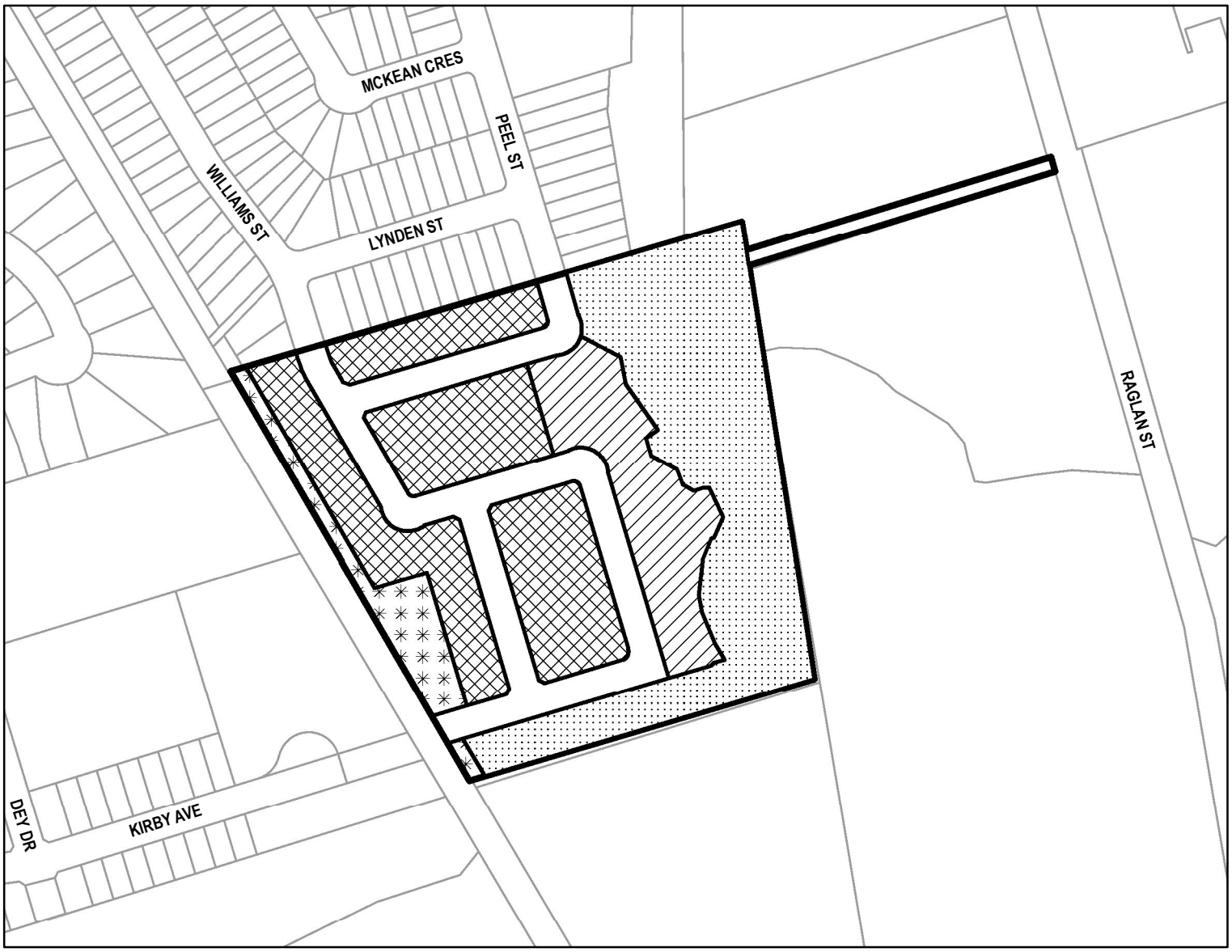
_____
MAYOR

_____
CLERK

DRAFT

Schedule 'A'

Part of Lot 40, Concession 8
Geographic Township of Nottawasaga
Town of Collingwood
County of Simcoe



Lands to be rezoned to the Residential Third Density (R3) Zone

Lands to be rezoned to the Residential Third Density Exception (R3-XX) Zone

Lands to be rezoned to the Recreation (REC) Zone

Lands to be rezoned to the Environmental Protection (EP) Zone

This is Schedule 'A' to Zoning By-law _____
Passed this _____ day of _____, 2022

_____
Mayor

_____
Clerk