



# Town of Collingwood Official Plan

June 2022 • DRAFT  
For Discussion Purposes



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# 1 Introduction

## 1.1 Engagement with Indigenous Peoples

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- a) For more than 15,000 years, the First Nations walked upon, and cared for, the lands we now call home. Anishinaabek, Haudenosaunee, Ojibwe, and many others who were families, friends, and communities, the way we are today. The Town of Collingwood acknowledges the Lake Simcoe-Nottawasaga Treaty of 1818 and the relationship it establishes with the original inhabitants of Turtle Island. We acknowledge the reality of our shared history, and the current contributions of Indigenous people within our community. We seek to continue empowering expressions of pride amongst all of the diverse stakeholders in this area. We seek to do better, and to continue to recognize, learn, and grow, in friendship and community, Nation-to-Nation.
- b) The history of Indigenous peoples in Collingwood, both prior to and after contact with Europeans, is reflected in the cultural perspective and oral history of the people who have occupied and harvested these and area lands and waters. There is a rich archaeological record of Indigenous occupation and use in the area. This record readily acknowledges that, although this is one of the more studied areas, the extent of the history of occupation and land use in the area by Indigenous peoples has yet to be fully uncovered. As it stands, the record we do have matches the written accounts of early European contact with Indigenous people that documented settlement by thousands of people living in communities across the area in complex societies with unique social and cultural perspectives. This history is an evolving one and reflects the dynamics of Indigenous land use patterns, the geo political and post-colonial legacy of interaction with other cultures and self-determination to the present day.
- c) The Town recognizes those Indigenous peoples who reside in, have historical connections to, and contribute to the community in Collingwood and the surrounding area today. The Town acknowledges the historical and cultural perspective of Indigenous peoples and their unique relationship with the land.
- d) This Plan seeks to fulfill the directives of the Province of Ontario as set out in the Provincial Policy Statement. The consultation process through which this Plan was prepared has reached out to area First Nations and Metis to:
  - i. Coordinate on land use planning matters; and,
  - ii. Consider their interests when identifying, protecting and managing cultural heritage and archaeological resources.

At this time of reflection on the relationship with Indigenous peoples both past, present and moving forward, the Town seeks to fulfill this direction and, where possible, help continue on the path of reconciliation.

## 1.2 Purpose

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- a) This Plan is the Town's primary tool for implementing long-range Provincial, County, and Town-wide land use policy. The detailed policies of this Plan build upon the community's vision for the future and a number of supportive community values. The vision, values, and policies are inextricably linked to provide the Town with a comprehensive framework within which to guide decision making about future growth, and to manage change in a way that ensures Collingwood's reputation as a successful and desirable place for all to live, work, play, and invest. This Plan establishes a framework for growth and development to the year 2041. Although this Plan presents a long-range framework, it is also a dynamic document that will respond to changing circumstances over time.
- b) This Plan is about making strategic choices and shaping Collingwood's collective future. This Plan:
  - i. Sets out the vision for where and how Collingwood will grow to the year 2041. Community values and policies move the Town towards achieving its vision for the future;
  - ii. Is about getting the fundamentals right. Building a successful Town means making sustainable choices about how growth will be accommodated;
  - iii. Provides direction and guidance on the management of Downtown Collingwood and the Town's distinct neighbourhoods, commercial mixed-use and employment areas. It also guides the provision of services and amenities, and the protection and management of the natural environment and cultural heritage resources;
  - iv. Provides a strategy for phasing and the assignment of municipal infrastructure capacity over time; and,
  - v. Implements the County of Simcoe Official Plan and Provincial policy including various pieces of legislation, plans, policy statements and guidelines.
- c) The Town of Collingwood is a lower tier municipality within the County of Simcoe – the upper tier municipality. Accordingly, this Plan is required to conform with the County of Simcoe Official Plan. The Town of Collingwood is considered as a Primary Settlement Area in both the Provincial Growth Plan and in the County Official Plan.
- d) The vision, community values, policies, definitions, and schedules contained in this Plan constitute the Town of Collingwood Official Plan. Photographs, diagrams, and the associated appendices are non-statutory elements of this Plan, and are provided for clarification purposes only.
- e) This Plan shall be read and interpreted as a fully integrated and comprehensive whole. All policies of this Plan must be considered together to guide its interpretation and determine conformity. Individual policies should not be read or interpreted in isolation from other relevant policies.
- f) Decision making will be based on conformity with all the relevant policies of this Plan. Further, decisions about future development will need to integrate environmental, social and economic perspectives so that today's needs can be met, without compromising the ability of future generations to meet their needs.
- g) This Plan will be further implemented through the preparation of a new Zoning By-law, which shall be prepared to conform to this Plan. Other key implementing By-laws that will assist the City in achieving the provisions of this Plan include a Parkland Dedication By-law, a Community Benefits By-law, and a Development Charges By-law.

- h) Other Council adopted companion documents including Manuals, Master Plans, Guidelines, and Strategies are needed to bring this Plan to life. All development shall be required to be consistent with the concepts and directives of those companion documents. All Council adopted Manuals, Master Plans, Guidelines, and Strategies are expected to support one another and support the Vision and Community Values set out in this Plan. Where there is a conflict between the policies of this Plan and the concepts and directives of any Council Adopted Manual, Master Plan, Guidelines, or Strategies, the policies of this Plan shall prevail. The Town shall endeavor to periodically update companion documents to ensure that they remain supportive of appropriate and innovative forms of development and community building.



## 2 Vision and Community Values

### 2.1 Envisioning Our Town: 2041

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- a) The Town's Community Based Strategic Plan, 2020-2023, provides, as part of its strategic vision, the following relevant statement about Collingwood today:

***"Collingwood offers residents and visitors a healthy lifestyle of activities in beautiful and safe settings, including an active transportation network, an inclusive multi-generational artful community with strong civic pride, an animated waterfront and boating facilities, and is a hub of successful entrepreneurs and businesses offering rewarding jobs***

***Leading-edge staff support Council and community decisions that are progressive, accountable and sustainable, protecting and leveraging Collingwood's core strengths: a vibrant downtown and community, a healthy natural environment attractive in all seasons, an extensive waterfront interconnected with the town, and our strong cultural and built heritage."***

- b) Building upon the vision of the Community Based Strategic Plan, this Plan promotes a community supported vision for the Town, articulating what Collingwood aspires to become, and forming the basis for the Community Values and policy frameworks articulated in this Plan:

Collingwood is a unique community that is a hub of year-round healthy active lifestyles. It is defined by the shoreline of Georgian Bay, with a backdrop of the nearby Niagara Escarpment - both are cherished for their natural features, historic legacy, and recreational amenities.

The entire community comes together in the Downtown, which is recognized as the heart of the community, with a mix of activities, the highest quality public realm, and connections with the waterfront, to present a distinct image of the Town to residents and visitors alike.

The residents of Collingwood aspire to live in healthy and complete communities that are inclusive, accessible, compact and well connected for all modes of travel – and prioritizes active transportation such as pedestrians, and cyclists. Residents of all ages and abilities will continue to require access to a range and mixture of housing types, community services and recreational amenities to support their well-being.

Collingwood wants to retain and grow its economic prosperity, while protecting its environmental assets. The local economy will continue to thrive because it is diverse, entrepreneurial, and adaptable to changing trends, just as it has been over the course of Collingwood's history.

As Collingwood grows, the success of existing neighbourhoods and its cultural heritage resources will be strengthened, and the features that make the Town unique will remain as valued assets for future generations to enjoy.

## 2.2 Community Values

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a) The policies of this Plan build upon the following Community Values:

- Value 1 Conservation of the Natural Heritage System** - The Georgian Bay Shoreline and associated river systems will be protected and their natural beauty, water quality, historic legacy, and recreational amenities will be enhanced for the enjoyment of residents and visitors. The Town will demonstrate environmental leadership by protecting all of its significant natural heritage system, and will implement high standards for resiliency, sustainability, green infrastructure, and climate change mitigation and adaptation.
- Value 2 Recognize the Downtown as the Heart of the Community** - The Downtown will be recognized as the vibrant heart of the community with a distinct, definable identity and a rich balanced mixture of government and social services, shopping, businesses, housing options, entertainment, and cultural activities for business operators, residents, and visitors. High quality urban design will promote the importance of this gathering place as the centre piece of the Town.
- Value 3 Support a Flexible Approach to Economic Development** - A flexible approach to local economic development will ensure the Town is able to adapt as trends change, and remain prosperous with a diversity of employment opportunities for its residents, with a focus on entrepreneurial opportunities, including the rural/agricultural economy.
- Value 4 Conserve Collingwood's Cultural Heritage Legacy** - Collingwood's rich and diverse cultural heritage resources will be conserved and promoted to raise awareness of local history and provide points of interest that enhance residents' and visitors' experience of the Town.
- Value 5 Promote High Quality Design** - Collingwood will promote high quality urban design throughout the Town achieving a balance between old and new, and between historic and contemporary, while mitigating impacts on the environment. Public parks, buildings, and infrastructure will set the standard and will define the quality of development that reflects the character of a successful community.
- Value 6 Provide a Full Range and Mix of Land Uses** - The Town will be welcoming and inclusive, providing a full range of residential, retail and service commercial uses, restaurants, recreational, employment and cultural opportunities, public service facilities, and parks and trails that will be accessible to all residents and visitors, regardless of their age, background, or abilities. New development will demonstrate high quality urban design that contributes to the recognition of Collingwood as a beautiful Town.
- Value 7 Provide a Full Range and Mix of Housing Opportunities** - The Town will strive to achieve a full range and mix of housing types and tenures, including housing that is affordable to households across the income spectrum.

- Value 8 Promote Compact Development and Intensification** - New development will support the ongoing evolution of its urban structure of diverse mixed-use centres and corridors. Intensification will be compatible with existing development patterns, while supporting an evolution to a more compact, walkable, and transit-supportive urban structure. New development will be efficient, and will be provided with municipal infrastructure systems and community services in a cost-effective and fiscally responsible manner.
- Value 9 Be a Healthy Community** - The Town will be a healthy community that is accessible, connected, age-friendly and inclusive with a diversity of transportation options and a range and mix of housing, including attainable and affordable choices. Amenities and services will be close to where people live and will be connected through a comprehensive active transportation system. The Town will strive to be a community where diversity is celebrated, residents are engaged, socially connected, and have equitable access to housing, support services, and cultural activities.
- Value 10 Plan for Enhanced Local Transit** - Transit planning will be integrated with land use planning to ensure development supports an enhanced level of transit service over time. The local transit network will grow to connect core user groups, neighbourhoods and key destinations within the Town and beyond, with direct routes and street-side amenities that make taking public transit an attractive and practical travel option.
- Value 11 Plan for and Develop an Active Transportation Network** - Active transportation planning will be integrated with land use planning to ensure development supports an enhanced level of active transportation modes over time, including walking and cycling, will be recognized as safe, convenient and appealing options for travelling around the Town. Pedestrian-first community design and enhanced and connected trail networks and bike lanes will provide mobility options and enhanced connectivity across the Town for people of all ages and abilities, making active transportation an attractive and practical travel option.

## 3 Building a Successful Community

### 3.1 A Successful Community

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- a) This Plan promotes Collingwood as a Successful Community. As the Town moves into the next millennium, success will be measured through a host of elements that will continue to define the Town as a great place to live, to work, and to invest in.
- b) A Successful Community recognizes existing historic land use patterns and development trends and builds upon these patterns and trends to promote efficient, cost-effective development and land use changes that will stimulate economic growth while protecting the natural environment and public health.
- c) Being a Successful Community means making informed choices that take into consideration of a number of interrelated principles and policies. Every decision has implications for infrastructure, for quality of life, for growth management, for economic development, for environmental protection, and for social cohesion. Decision making must be interdisciplinary, integrated, and strategic to ensure economic, cultural, environmental, and social rewards.

Building a successful community requires a focus on the following:

- i. **Promoting Housing Opportunities** with a focus on the provision of a mix of housing types, including housing that is more affordable, and with easy access to a full range of land uses that support a complete community;
- ii. **Promoting a Strong and Healthy Economy** with policies that promote ongoing economic development and a commitment to fiscal responsibility;
- iii. **Supporting a Healthy Community** that includes a commitment to active transportation and community development that supports healthy lifestyles, including access to healthy food; and,
- iv. **Ensuring High Quality Urban Design** that includes policies on compatible development, public art, barrier free design, and vibrant and successful public spaces;
- v. **Conserving Cultural Heritage Resources** that ensure cultural heritage resources are appreciated by existing and future generations; and,
- vi. **Promoting Environmental Sustainability and Adapting to Climate Change** with policies that consider social, financial, and environmental sustainability in all decision-making and promotes a response to a changing climate, that protects natural heritage features, and implements green building technologies.

## 3.2 Providing Housing Opportunities

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### Ensure a Range and Mix of Housing Types

- a) The Town shall encourage a mix and range of market-based housing types, styles, tenures and affordability characteristics to meet the needs of a growing and diverse population.
- b) The Town shall maintain:
  - i. A minimum 15 year supply of lands to accommodate growth through residential intensification and redevelopment, and greenfield lands which are designated and available for residential development; and,
  - ii. A minimum 3 year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.

### Monitor the Housing Supply

- c) The Town shall periodically prepare a Residential Monitoring Report that will be revised and updated, when appropriate, to maintain a current indicator of the Town's residential market and progress toward the achievement of the affordable housing objectives. The Town will monitor the following key housing supply indicators:
  - i. The inventory of vacant lands and lands with the potential for residential development;
  - ii. Residential construction activity, including the tenure and type of housing being developed;
  - iii. The cost of housing, by housing type; and,
  - iv. The availability of municipal servicing capacity for residential development to ensure that the housing targets of this Plan can be achieved.

### Promote Affordable Housing

- d) The Town shall promote the supply of new affordable housing in a variety of locations, dwelling types and tenures. The Town's target shall be 25% of all new dwelling units built over the horizon of this Plan to be affordable.
- e) The Town shall prepare an Affordable Housing Master Plan, potentially in partnership with the County and/or surrounding municipalities and in consultation with the Affordable Housing Task Force. The Town shall encourage, as a component of its Affordable Housing Master Plan, the provision of attainable housing that will be provided by the private sector, as well as assisted housing that is cost-subsidized and that is necessary to meet the needs of households unable to find affordable housing through the private market. Such cost-subsidized assisted housing may be provided by the public or private sector, and may be in conjunction with senior government programs.
- f) The following strategies may be considered by the Town in an effort to achieve its affordable housing targets:
  - i. Promote higher intensity and taller housing forms, where housing is more affordable due to reduced per unit land costs;



- ii. Encourage the development of smaller dwelling units, where housing is considered more affordable due to lower construction costs;
  - iii. Support alternative development standards and ensure that the provisions of the Zoning By-Law are sufficiently flexible to permit a range of innovative housing types and tenure models, including Additional Residential Units, tiny dwellings, cohousing, communal housing and life-lease housing;
  - iv. Encourage affordable housing to locate in proximity to local community facilities, active transportation facilities, and public transit routes;
  - v. Encourage the development of housing geared to lower income households, including independent living options that address the needs of an aging population and persons with disabilities;
  - vi. Consider accessory residential uses on commercially or institutionally designated properties provided compatibility concerns can be addressed;
  - vii. Support, where appropriate, the conversion of single-detached dwellings into multiple dwellings, subject to an appropriate approval process; and,
  - viii. Encourage the renovation and rehabilitation of residential uses above commercial uses in Downtown Collingwood.
- g) The following strategies may be considered by the Town in an effort to incentivize affordable housing:
- i. Consider affordable housing as a priority use for surplus Town-owned and County-owned land, and work with all levels of government to make surplus land available to providers of affordable housing at little or no cost;
  - ii. Provide targeted relief from Development Charges, planning, permit, and other fees normally charged for projects that provide permanent affordable housing;
  - iii. Apply for government grants and/or subsidies, including land dedication;
  - iv. Ensure that the provision of affordable housing is eligible for grant programs established under the Community Benefits By-law;
  - v. Provide priority allocation of municipal service infrastructure capacity for projects that provide appropriately secured affordable housing;
  - vi. Provide financial incentive programs established through a Community Improvement Plan;
  - vii. Streamline the approvals process for projects that provide affordable housing; and,
  - viii. Establish reduced parking requirements and/or parkland dedication requirements for projects that provide affordable housing.
- h) The following agreements/partnerships and associated implementation tools shall be considered by the Town in an effort to achieve affordable housing targets:
- i. Enact a Municipal Housing Capital Facilities By-Law under the Municipal Act to enable the Town to enter into agreements with private and non-profit partners for the provision of affordable housing;

- ii. Coordinate and collaborate with local housing advocacy groups, community partners, government agencies and the private sector to support the affordable housing policies of this Plan and to promote innovative housing forms, development techniques and incentives that will facilitate the provision of affordable housing;
- iii. The Town may become directly involved in the supply of affordable housing through land acquisitions, use of surplus land, development partnerships and, potentially financial incentives and/or establishment of a not-for-profit housing corporation; and,
- iv. Provide planning support services to local housing advocacy groups and community service agencies who are interested in pursuing the provision of assisted/special needs housing, supportive housing, emergency shelters and transitional housing in the community.

### **3.3 Promoting a Strong and Healthy Economy**

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#### **Enhance the Economy**

- a) The Town will support its Economic Development Action Plan 2020-2025, as it is amended from time to time, in order to plan for a strong and healthy economy and anticipate changing economic trends. To help attract and retain a diverse and skilled labour force, the Town will support a strong and healthy economy by:
  - i. Protecting the Town's inventory of Employment Areas for appropriate employment generating land uses;
  - ii. Constructing, upgrading, and maintaining high quality universally accessible municipal infrastructure systems and public service facilities;
  - iii. Facilitating efficient and convenient transportation options for the movement of people and goods; and,
  - iv. Planning for an appropriate range of housing to support the labour force, home occupations, and home-based businesses, including artist studio/maker spaces and live/work units, within land use designations that permit residential uses.

#### **Diversify Commercial Uses**

- b) The Town will continue to diversify its economic base by supporting its evolving urban structure, which includes a full range of commercial uses, including office development, institutional uses, and a variety of restaurants, retail, and service commercial businesses. Collectively, the lands designated for commercial and mixed-use development will provide a sufficient supply of land to accommodate a complete range of commercial goods and services to foster competition and choice for the residents of Collingwood, as well as visitors to the Town and surrounding communities.

#### **Promote Tourism**

- c) The Town will promote tourism as an integral part of economic development, acknowledging that tourism brings significant economic benefits to the Town. Tourism is supported by having a healthy, livable, and diverse community, which includes a vibrant downtown, a beautiful and accessible waterfront, cultural and sports facilities, parks, trails and other outdoor leisure and recreational opportunities, all connected by an active transportation system and a multi-modal transportation system.

### **Support Entrepreneurial, Creative, and Cultural Industries**

- d) The Town will support the growth and expansion of creative and cultural industries and institutions throughout the Town as an important sector of the economy. The Town will work collaboratively with the community, artists, cultural workers and organizations to implement the Town's Parks, Recreation and Culture Master Plan to guide the provision of arts and cultural programs, services and facilities that serve a growing and increasingly diverse population.
- e) The Town recognizes the important contribution of post-secondary institutions, libraries and education service providers to the life-long learning opportunities for residents and the enhancement of the creative culture in Collingwood.

### **Support the Rural/Agricultural Economy**

- f) The Town will support the rural/agricultural economy by:
  - i. Recognizing agriculture as the primary activity and land use in the Rural/Agricultural areas of the Town;
  - ii. Protecting lands suitable for agricultural production from fragmentation and land uses not related to agriculture; and,
  - iii. Promoting the agricultural industry and associated activities and enhancing their capacity to contribute to the economy of the Town.

## **3.4 Supporting a Healthy Community**

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### **Improve the Health of Citizens**

- a) A healthy community consciously seeks to improve the health of its citizens by putting public health high on the social and political agenda. Physical, social, and mental well-being are the necessary components of public health, including access to healthy food, clean air, water, soil, and opportunities for physical activity. A fundamental element of a healthy community is the inclusion of active transportation - walking, cycling, using a wheelchair, scooters, inline skating, or skateboarding. Objectives are to:
  - i. Ensure that public health considerations are a crucial part of decision-making and are fully integrated with requirements for equitable access to healthy food, clean air, water, soil, safe environments, and opportunities for physical activity;
  - ii. Commit to an enhanced level of community engagement, where equity, inclusion, information, and participation are identified as key building blocks in accountable and transparent decision-making;
  - iii. Be well-connected through a comprehensive transit system enabling the Town to provide all communities with equal access to recreation and leisure amenities, including for sports, arts and cultural activities;
  - iv. Enhance the active transportation network, designing communities around pedestrian activity with a substantial number of destinations, including parks, cultural and community facilities, shopping, and restaurant opportunities within walking distance to promote walking and cycling to encourage daily physical activity; and,
  - v. Collaborate with Simcoe Muskoka Public Health in idealizing plans and programs that support active transportation.

### Active Transportation

- b) Active transportation linkages throughout the Town to the Active Transportation Network identified on **Schedule 5** shall be created and enhanced to foster pedestrian and cycling activity.
- c) The Town shall plan for an active transportation system which is highly integrated and connected within the community, the adjacent communities, and to transportation systems that serve the broader Region. This Plan requires that all development will contribute to the creation of a walkable and connected community with multiple destinations within walking distance of all residents.
  - i. Sidewalks, bike lanes, and multi-use paths will connect to the street network and to community amenities and will ensure that corridors between key destinations are fully accessible and support active transportation; and,
  - ii. Key active transportation routes, such as sidewalks, bike lanes, and multi-use trails will include streetscaping elements that promote pedestrian and cyclist comfort and safety, are designed to enhance accessibility for all residents, and will comply with the Accessibility for Ontarians with Disabilities Act.

### Pedestrian and Cycling Activity

- d) Collingwood shall be planned around cycling and pedestrian activity with a substantial number of destinations, including parks, cultural and community facilities, shopping, and restaurant opportunities within walking distance to promote walking and cycling to encourage daily physical activity and a lessening of the dependence on automobiles. It is a requirement of this Plan that at least 75 percent of all dwelling units throughout the Town must be situated within 1200 metres (a 15 minute walk) of 4 or more of the following existing or planned categories of services and facilities:
  - i. Retail Commercial Store, with a particular emphasis on pharmacies and food stores, and/or a Farmer's Market;
  - ii. Transit Stop;
  - iii. Childcare Facility;
  - iv. Public Park, Community Garden;
  - v. Hospital or Health Care Clinic;
  - vi. Public Library;
  - vii. Place of Worship;
  - viii. Special Needs Housing;
  - ix. Secondary or Elementary School;
  - x. Performance or Cultural/Arts Space; and/or,
  - xi. Recreation Centre.

### Urban Agriculture

- e) The Town will support and promote:
  - i. Farmer's Markets or fresh food stands in accessible locations; and,
  - ii. Urban agricultural activities on public lands, including community gardens, food cooperatives, and local food sourcing programs, where appropriate, and in accordance with the applicable policies of this Plan.

### 3.5 Ensuring High Quality Urban Design

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#### Urban Design Manual

- a) Urban design is the process of giving form, shape and character to the physical elements that comprise the various districts that comprise Collingwood. Good urban design contributes to the vitality and health of a community, and to vibrant and successful public spaces.
- b) The Urban Design Manual, shall inform all subsequent Town-sponsored studies, strategies and Master Planning exercises. Further, all new plans and development applications prepared and submitted by the private sector shall be consistent with the Town's Urban Design Manual, to the satisfaction of the Town. To demonstrate consistency, the Town may require the submission of an Urban Design Report in support of any development application.
- c) The Urban Design Manual shall be implemented through the Zoning By-law and through the Plan of Subdivision and Site Plan Approval process, where applicable. In addition, the Town may consider the establishment of:
  - i. An Architectural Control process; and/or,
  - ii. A Design Review Panel.

#### Compatible Development

- d) A fundamental policy element of this Plan is to ensure that new development is compatible with its surrounding built form and landscape context. It is recognized that all communities evolve over time, and one of the most important challenges for decision makers is to establish an approach to development approval that ensures that change is understood on the basis of "Compatible Development". The concept and definition of compatible development is intended to ensure that all new development within the Town is appropriately integrated into the existing built form and landscape and enhances the image, livability and character of the entire Town. The starting point is to consider the tested definition of "Compatible Development", as follows:

***Compatible development means development that may not necessarily be the same as, or even similar to the existing buildings/development in the vicinity, but, nonetheless, enhances an established community and coexists with existing development without causing any undue, adverse impact on surrounding properties.***

- e) Compatible Development is an overarching principle of good planning and applicable throughout the Town. Its definition needs to be clearly understood and applied in different ways and in different contexts throughout the Town. This definition raises a variety of key phrases that require further definition
  - i. **Development in the vicinity**, where the concept of vicinity can be flexible. Within the Collingwood context, the definition of vicinity should vary by the scale of development. There are generally two key scales of development that must be considered, including:
    - > **Major Development**, where land assembly and significant development intensification are proposed – likely in a townhouse or apartment form. The vicinity here should be extensive, a minimum of 120 metres from the site of the proposed development; and,
    - > **Minor Development**, where land assembly is not necessarily required but existing development is demolished and replaced by new intensified development. The vicinity here should include properties within 60 metres in all



directions. This vicinity could be reduced further if the anticipated impacts are considered to be more immediate - within a few properties on either side and across the street of a proposed development;

- ii. **Enhance an established community.** This is a general phrase that needs to be articulated generally. In order to pass this test, the nature and character of the defined vicinity needs to be considered and clearly articulated. Clear statements about those attributes that define the character of that vicinity are required to assist in the determination of what form of building can enhance that character, and what form of building may be detrimental. Further, community investment is an important factor to consider where new and significant investment within an established community may be both necessary and desirable; and,
  - iii. **Coexistence without undue, adverse impact on surrounding properties.** This test is usually related to easily identifiable/quantifiable impacts like shadow, privacy, traffic, and parking problems. In some instances, the concept of visual impact may be established as an important development review criterion. Visual impact analysis will need to be tied to the attributes that define the community's character on a defined vicinity basis.
- f) Compatible development shall be considered in the evaluation of all development proposals throughout the Town. The following shall be considered when evaluating the compatibility of development proposals:
- i. The use, height, massing, orientation and landscape characteristics of nearby properties are properly considered and appropriate transitions between the built forms and uses shall be ensured;
  - ii. On-site amenity space is provided and is reflective of, or enhances, the existing patterns of private and public amenity space in the vicinity; and,
  - iii. Streetscape patterns, including block lengths, setbacks and building separations are generally maintained.
- g) To ensure compatible development, all development applications shall be consistent with the Town's Urban Design Manual.

#### **Crime Prevention Through Environmental Design (CPTED)**

- h) All development, with a focus on streetscapes, parks and open spaces, parking lots and other publicly accessible areas, shall be evaluated for consistency/adequacy of achieving the following consider CPTED considerations:
- i. Adequate lighting - Lighting should be designed, where possible, with regard for vehicular, cyclist, and pedestrian requirements so that the size, height, and style of lighting reflects and complements the character of the community;
  - ii. Clear sight lines, allowing view from one end of the walkway to the other;
  - iii. Appropriate landscaping, but avoiding landscaping that might create blind spots or hiding places;
  - iv. Adequate fencing;
  - v. Clear signage that delineates permitted use and speed; and,
  - vi. Streetscape and building design that promotes "eyes on the street".

**Barrier Free Design**

- i) All newly constructed and/or renovated Town-owned, leased, funded, or operated public service facilities, parks and open spaces, municipal infrastructure systems, and any other space that is accessible to the public, shall comply with all applicable Provincial legislation and standards.
- j) Barrier free design for private sector development shall be achieved through Site Plan Approval, and the enforcement of all applicable Provincial legislation and standards.

**Public Art**

- k) The Town shall maintain and enhance its existing inventory of public art, and shall pursue the installation of new pieces of public art in public locations, in accordance with the Town's Public Art Policy.
- l) In accordance with any enacted Community Benefits Charges By-law, and the applicable policies of this Plan, the Town may require public art as a defined community benefit, with the developer following the public art parameters as set out by the Town at the expense of the developer.

**Transit Supportive Development**

- m) A successful transit system considers a number of key elements that are crucial for consideration, including:
  - i. The maximum ridership capture potential is achieved from development that is within a relatively short walking distance from the transit stop, typically measured in terms of a five-minute walk, or about 400 metres. Ridership capture dramatically drops off if the walk to the station is beyond 5 minutes.
  - ii. There is a strong correlation between the intensity of development and transit ridership. Generally, the higher the intensity, the higher the transit ridership potential;
  - iii. To promote a balanced ridership pattern that generates ridership in both peak and off-peak times, it is ideal to have multiple land uses in proximity to each other, connecting key destinations to each other. At the same time, the mix of uses can also result in bidirectional travel flows that in turn can enhance transit utilization along a route; and,
  - iv. Urban design has an impact on ridership and modal choices by enhancing mobility and comfort at transit stops and along pedestrian routes to get to and from the transit stops. Special design attention is essential for all buildings, open spaces and movement networks adjacent to a transit stop. Key elements of transit supportive design include:
    - > Transit Supportive Development must consider issues such as activity at street level, streetscape elements to create attractive, safe and accessible surroundings, as well as convenient connections to destination points. The design must contribute positively to the quality of the public realm. In Collingwood pedestrian safety and comfort are key issues year-round;
    - > Buildings should relate to adjacent streets and particularly at transit stops. Block patterns should be permeable, providing access and frontage among buildings, and to the adjacent residential neighbourhood is crucial;
    - > The design of the transit stations themselves must consider the role and function that they play. Beyond their functional role, transit stations have an important

role in land development with an impact on adjacent land value and the character of the overall corridor; and,

- > Streetscapes shall be considered as public spaces for all users. They are to be designed as movement corridors for all transportation modes and be public places in themselves. Sidewalks, street trees, and landscaping are all elements that contribute to comfortable streets.

## 3.6 Conserving Cultural Heritage Resources

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### A Culture of Conservation

- a) Conservation of cultural heritage resources forms and integral part of the Town's planning and decision making. Collingwood's cultural heritage resources shall be conserved so that they may be experienced and appreciated by existing and future generations, and enhance the Town's sense of history, sense of community, identity, sustainability, economic health and quality of life.

### Heritage Inventory

- b) The identification of the Town's heritage resources will comprise an important component of the preservation process. Collingwood should prepare and publish an inventory of identified resources including buildings, structures, monuments or artifacts of historical and/or architectural value or interest, and areas of unique, rare or effective urban composition, streetscape, landscape, or archeological value or interest, in which each resource is appropriately described, illustrated and evaluated in terms of:
  - i. The architectural and/or historical value or interest of the resource in accordance with the criteria outlined in this Plan;
  - ii. The contribution made by the resource to the effectiveness of the urban or rural composition, streetscape or landscape of which it may form part;
  - iii. Where the information is available, the structural condition of the resource, including the need for and feasibility of undertaking its physical restoration or rehabilitation; and,
  - iv. Where the information is available, the range of economic uses to which the resource might be put in accordance with the land use policies of this Plan.

### Cultural Heritage Master Plan

- c) The Town may prepare a Cultural Heritage Master Plan that establishes Town-wide policies, procedures, and design guidelines consistent with provincial standards, to support the identification, assessment, evaluation, management, use, registration, designation, alteration, removal, and demolition of cultural heritage resources or changes to their heritage status.
- d) The inventory, evaluation, and conservation of cultural heritage resources of all types, and related consultation efforts, shall conform with the requirements of the Ontario Heritage Act, the Planning Act and other enabling legislation, and shall be consistent with the applicable standards available in the Parks Canada Standards and Guidelines for the Conservation of Historic Places in Canada, and the guidelines provided by the Province of Ontario, such as the Ontario Heritage Toolkit.

## Management and Conservation

- e) The Town may designate cultural heritage resources, including:
  - i. Individual properties or groups of properties;
  - ii. Whole or specific parts of buildings or structures upon designated property;
  - iii. Heritage Conservation Districts;
  - iv. Cultural Heritage Landscapes; and,
  - v. Areas of Archaeological Potential.
- f) Methods for the conservation of cultural heritage resources include, but are not limited to:
  - i. Designation under Parts IV or V of the Ontario Heritage Act;
  - ii. Listing property on the Town's Heritage Register;
  - iii. Heritage Conservation Easements or Covenants;
  - iv. Zoning By-law regulations restricting the use of lands to current or compatible uses;
  - v. Conditions within plans of subdivision and condominium and the site plan approval process; and,
  - vi. The offering of incentives to encourage and/or assist with the conservation, restoration and reuse of heritage resources, as may be set out in a Community Improvement Plan or through other available funding programs.

## Implementation

- g) It is the intent of this Plan to require the conservation of sites of historical, architectural, and/or archaeological interest or value as may be identified from time-to-time, whether or not such sites are identified in the heritage inventory. Accordingly, upon being advised that lands proposed for development or redevelopment may constitute or include a heritage resource of potential or acknowledged historical, architectural and/or archaeological value, Council may require the owner of such lands to carry out studies to:
  - i. Survey and assess the value of the historical, architectural and/or archaeological heritage resource;
  - ii. Assess the impact of the proposed development or redevelopment on the historical, architectural, and/or archaeological heritage resource; and,
  - iii. Indicate the methods proposed to be used to mitigate any negative impact of the proposed development or redevelopment on the historical, architectural and/or archaeological resource.

Council may defer approval or consideration of development proposals on lands accommodating an identified heritage resource, until the above studies are complete and Council is satisfied that the proposed work, can be undertaken in accordance with the municipality's heritage conservation objectives.

### Archaeological Resources

- h) Archaeological resources may occur on, or below the modern land surface or the surface of a water body. These sites may contain scatters of artifacts, the remains of structures, cultural deposits or subsurface strata of human origin. To protect archaeological sites:
  - i. Site alteration, mitigation and development shall be permitted only in accordance with the recommendations of an Archaeological Assessment and Heritage Conservation Plan, where applicable;
  - ii. Archaeological resources that are located on a proposed development site will be conserved in accordance with the recommendations of the approved assessment and where applicable, Archaeological Assessment and Heritage Conservation Plan;
  - iii. Where significant archaeological resources must be preserved on site, only development and site alteration which maintain the integrity of the resources may be permitted; and,
  - iv. The Town intends to cooperate with the Province and the appropriate Indigenous Communities with respect to Provincial designation of archaeological resources in accordance with the Ontario Heritage Act.

## 3.7 Promoting Environmental Sustainability and Adapting to Climate Change

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### A Comprehensive Approach

- a) Strong, liveable, and healthy communities are resilient to climate change. In the face of a changing climate, the Town recognizes the need to adopt comprehensive climate change adaption and mitigation measures to enhance the resiliency of its built and natural environments. The Town will promote a broad range of practices associated with resilient and environmentally sustainable development that support a comprehensive response to a changing climate, including:
  - i. Developing Collingwood as a complete, compact, and healthy community in an urban structure that supports enhanced public transit and incorporates a full range of mobility options, with a focus on active transportation;
  - ii. Providing an efficient, cost-effective land use pattern, as well as built forms which conserve land, capitalize on existing infrastructure, and minimize the cost of new infrastructure, including green infrastructure;
  - iii. Avoiding development or land use patterns which may create environmental, public health or safety concerns;
  - iv. Recognizing, protecting and, where possible, enhancing natural heritage features and their ecological functions;
  - v. Developing new communities and buildings that are energy and water efficient and that promote zero or low carbon and energy efficient built forms, building materials, and the use of renewable energy;



- vi. Preparing enhanced sustainable development guidelines and/or a climate change lens as tools to evaluate development proposals and encourage the incorporation of sustainable design elements;
  - vii. Protecting and enhancing Collingwood's urban forest; and,
  - viii. Protecting water quality and quantity.
- b) The Town may develop a Climate Change Action Plan that will commit to:
- i. Undertaking an energy and greenhouse gas emission inventory;
  - ii. Setting a greenhouse gas reduction target;
  - iii. Developing a plan or strategy that outlines actions that the municipality and its stakeholders have prioritized for implementation;
  - iv. Establishing a monitoring and reporting framework in place for the Plan; and,
  - v. Establishing a timeframe and process for the evaluation and updating of the Plan.
- c) Collingwood will grow as an environmentally sustainable community over the long term by supporting the implementation of Greener Collingwood, including the Energy Conservation and Demand Management Plan and other associated Town resolutions, policies and plans, as they are amended from time to time. In addition, the Town will:
- i. Utilize planning and capital investment tools, as well as urban design approaches, in its strategic planning for infrastructure and the approval of new development.
  - ii. Consider, encourage, and provide policy direction on:
    - > Initiatives related to water conservation, energy conservation, air quality protection, and integrated waste management opportunities;
    - > Opportunities for energy efficiency and alternative energy strategies, such as district energy generation, renewable/alternative energy systems, and distribution and demand management plans;
    - > Innovative residential and public building designs that contribute to low carbon design, energy use reduction, and natural resource conservation, as well as synergies between buildings and site management practices; and,
    - > Green infrastructure to complement existing infrastructure, including the requirement for innovative low impact development opportunities and best practices that minimize the risks associated with natural hazards.
  - iii. Utilize the Urban Design Manual to help guide development and redevelopment to be more sustainable and resilient to climate change; and,
  - iv. Consider the use of tools such as the Community Benefits By-law, Community Improvement Plans, and associated incentive programs to assist with the implementation of development standards that promote environmentally sustainable design and resiliency and that respond to a changing climate.

**Energy and Water Conservation**

- d) The Town will encourage and support alternative energy systems, renewable energy systems, and district energy systems in accordance with the applicable policies of this Plan to accommodate current and projected needs of the community.
- e) The Town will encourage energy efficient building design that meets Leadership in Energy & Environmental Design (LEED) standards, or equivalent, and will encourage new residential neighbourhoods to be designed consistent with LEED Neighbourhood Design Criteria, or equivalent.
- f) The Town will promote reducing energy consumption in all Town owned, maintained, and operated facilities and equipment. The Town will ensure that all new Town facilities are designed to meet a high standard of environmentally conscious design for energy and water conservation.

**Air Quality and Carbon Mitigation**

- g) To reduce the frequency and length of vehicle trips that contribute to poor air quality and greenhouse gas emissions, the Town shall:
  - i. Promote development in a compact urban form that encourages walking, cycling, and the use of public transit;
  - ii. Promote a development pattern where public parks are provided within an approximate 5 minute walk from all residents; and,
  - iii. Ensure that all neighbourhoods include permission for small-scale convenience retail and other appropriate neighbourhood servicing retail and service commercial uses.
- h) To support reducing emissions in transportation sector, the Town shall encourage the installation of a publicly accessible electric vehicle charging network across the Town.
- i) The Town may prepare reports to monitor the Town's progress towards climate change and environmental resiliency, reducing emissions of air pollutants and greenhouse gases, and to increase awareness of initiatives to improve air quality and adapt to a changing climate.

**Forest Resources**

- j) The Town shall achieve a minimum of 30 percent tree canopy cover by 2041. To support and increase the existing tree canopy, the Town will preserve, protect, manage, replace and acquire, where appropriate, tree stands, hedgerows, woodlands and forested areas within the municipal boundary. In addition, the Town will utilize the Urban Forest Management Plan and the Tree Protection By-law, to protect trees on privately owned land from injury or destruction.
- k) The Town may require a Tree Preservation Plan prepared by a qualified professional be submitted in support of any development proposal on land which contains trees. The Tree Preservation Plan shall inventory and assess the present conditions of the trees on the site and shall make recommendations on tree preservation with the objective of maximizing the number of trees that will be conserved on site.

- l) The Town will encourage the replacement of trees lost to development with new trees planted elsewhere, generally on-site. Where a development application will result in a net loss of trees, the proponent shall compensate the Town for this loss of tree cover. In determining appropriate compensation, consideration should be given to the significance and value of the ecological function that the existing tree inventory provides, including carbon sequestration.

**Urban Agriculture**

- m) The Town will support and promote:
  - i. The existing Farmer's Market and encourage other accessible locations for farmer's markets or fresh food stands in urban and rural/agricultural areas; and,
  - ii. Urban agricultural activities on private and public lands, including community gardens, food cooperatives and local food sourcing programs, where appropriate, and in accordance with the applicable policies of this Plan.

## 4 Growth Management

### 4.1 Population and Employment Forecasts

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#### Residential Growth

- a) The Town of Collingwood will grow from a population of 22,500 people in 2016 to a projected population of 41,500 people by 2041. This growth represents a need to accommodate 19,000 more residents by 2041.

#### Employment Growth

- b) It is anticipated that employment will grow from 11,800 jobs in 2016 to 17,500 jobs by 2041, representing the accommodation of 5,700 additional jobs in that timeframe. The projected employment recognizes the need for a significant employment base to serve future residents and visitors in addition to growing the Town's industrial jobs.

#### Review of the Growth Projections

- c) The population and employment projections included in this Plan are not to be considered as caps, or limitations on development, but rather minimum growth targets to be achieved. Further, there is nothing in this Plan that establishes annual growth rates that could be construed as posing any specific limitations on growth and development year-by-year. In fact, it is anticipated that growth and development activity will fluctuate from year-to-year.
- d) The Town of Collingwood is planning for growth and development over a planning horizon to the year 2041. It is recognized that the County of Simcoe will prepare an updated population and employment projections for the County, and the Town, as part of a planned update to the County of Simcoe Official Plan. Following approval of the updated County of Simcoe Official Plan, the Town will amend the Plan to come into conformity with the County's updated growth management framework including population and employment projections to 2051, incorporating a phasing plan, and any other required action to align policies to plan for complete, health, and compact communities.

### 4.2 Planning for Growth in an Urban Structure

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- a) **Schedule 1: Growth Management** identifies, conceptually, the urban structure of the Town of Collingwood as it evolves into the 21st Century. It identifies a number of key geographic components of the Town that help articulate where and how growth will occur, and that will consequently influence Collingwood's success in achieving its stated vision for the future. **Schedule 1** identifies the following components:
  - i. **The Municipal Boundary** – The Municipal Boundary of the Town establishes the jurisdictional extent of the Town of Collingwood. The Municipal Boundary is also identified as the Settlement Area Boundary. The Town of Collingwood is identified as a Primary Settlement Area in the Growth Plan for the Greater Golden Horseshoe;
  - ii. **The Greenlands System** – The Greenlands System includes natural heritage features and public parks and open spaces. It provides an important structural element throughout the entire Town, and identifies areas where development will generally be prohibited in order to promote a town-wide parks system and to protect significant natural heritage features and their associated ecological functions, linkages and connections, as well as natural hazards;

- iii. **The Delineated Built-Up Area** – The Delineated Built-Up Area was defined in 2006. It includes those areas within the Settlement Area Boundary where the intensification target is to be measured. It includes the following components:
  - > Strategic Growth Areas;
  - > Residential Communities; and,
  - > Employment Areas.

The Delineated Built-Up Area includes primarily lands already developed with urban land uses, and some lands that are currently vacant;
- iv. **The Designated Greenfield Areas** – The Designated Greenfield Areas include those areas within the Town that are outside of the Delineated Built-Up Area, but are needed to accommodate urban growth over the time horizon of this Plan, and include:
  - > DGA-Residential Communities; and,
  - > DGA-Employment Areas.

Designated Greenfield Areas include primarily vacant lands and some lands that have been developed with urban land uses since 2006; and,
- vi. **Rural/Agricultural Areas** – The areas identified as Rural/Agricultural Areas on **Schedule 1** comprise lands that are within the Settlement Area Boundary, but that will be used for agricultural and other rural land uses, including existing Rural Residential uses, until such time as they are required for future urban development - beyond the 2041 time horizon of this Plan.

### 4.3 Accommodating Projected Growth

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- a) Growth in Collingwood will primarily occur through a combination of intensification within the Delineated Built-Up Area, and development within the Designated Greenfield Areas. These two development contexts, as identified on **Schedule 1**, have different policy frameworks to guide their planning, approval and development.

#### **Intensification within the Delineated Built-Up Area**

- b) This Plan requires that a minimum of 50% of all new residential development within the Town shall be identified as intensification and shall occur within the Delineated Built-Up Area of the Town on an annual basis until 2041.
- c) To facilitate residential intensification, this Plan includes defined Strategic Growth Areas intended to provide an effective framework for the provision of higher density, mixed-use development that will support an efficient and integrated transit system. These Strategic Growth Areas serve and connect different areas of the Town that provide different community functions, and will therefore be different in terms of character, scale, mix of uses, and potential to accommodate future growth. Residential intensification initiatives will be subject to the following policies:
  - i. Residential intensification opportunities, as well as opportunities for new population-related employment opportunities (retail and service commercial uses, institutional uses and office uses) will be primarily accommodated within the Strategic Growth Areas; and,

- ii. Intensification opportunities within the Community Areas will be limited, and will be primarily focused on the development of additional residential units, as defined in this Plan.
- d) Intensification of the Employment Areas within the Delineated Built-Up Area for industrial, business park, and office uses, will be encouraged, where appropriate.

**Development in the Designated Greenfield Areas (DGA)**

- e) The Designated Greenfield Areas are expected to accommodate significant growth over the time horizon of this Plan as they develop as new Residential Communities and new Employment Areas. Designated Greenfield Areas that are planned to become Residential Communities shall achieve an overall minimum density of 55 residents and jobs combined per hectare. The Designated Greenfield Areas that are planned to become Employment Areas shall achieve an overall minimum density of 22 jobs per hectare.

**Service Capacity Allocation**

- f) In order align growth management and infrastructure decisions and to ensure that the remaining and future capacity in the Raymond A. Barker Water Treatment Plant and Collingwood Wastewater Treatment Plant is allocated in a sustainable, transparent and logical manner to those projects that provide the greatest benefit to the Town, the Town shall develop a Water and Wastewater Allocation Policy to guide decision-making.
- g) It will be the intent of the Council-approved Water and Wastewater Capacity Allocation Policy to add an element of fairness and predictability to the process of capacity estimation and allocation. A further intent will be to clarify for the development community and the public, how a finite resource will be managed to ensure maximum benefit to the community.
- h) The Water and Wastewater Capacity Allocation Policy will identify what growth and development in the Town is subject to the Water and Wastewater Capacity Allocation Policy and will identify when allocation is to be given and under what conditions. The Water and Wastewater Capacity Allocation Policy will also identify when allocation will be withdrawn in circumstances where development has not proceeded.
- i) A series of capacity allocation criteria will be included within the Water and Wastewater Capacity Allocation Policy. These criteria shall deal with such matters as:
  - i. Efficient use of land and orderly development;
  - ii. Conservation and sustainable development;
  - iii. Infrastructure and public facilities;
  - iv. Economic development;
  - v. Affordable housing, including both attainable and assisted housing; and,
  - vi. Community impacts/benefits.



- j) Changes to the Water and Wastewater Capacity Allocation Policy can be made by Council at any time, and while such revisions do not require an Amendment to this Plan, they should be undertaken in a transparent manner that includes public consultation.

**Phasing**

- k) All development approvals within the Town shall be explicitly linked to the ability of the Town to provide municipal service infrastructure and transportation system capacity. All development approvals within the Town shall also be conditional upon commitments from the Town and/or the proponent of any development proposal to the timing and funding of any required road, active transportation facility, public service facility, park, and appropriate municipal service infrastructure. Before any development proceeds, all agreements must be in place, including financial agreements and development agreements, to provide for the servicing and community infrastructure required to accommodate growth.

# 5 Land Use Designations

## 5.1 General Provisions for All Land Use Designations

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### 5.1.1 Articulating the Urban Structure

- a) **Schedule 1 - Growth Management** identifies the high level urban structure of the Town for the purposes of managing growth. **Schedule 2 - Land Use Plan** further articulates that urban structure through the identification of more detailed land use designations and associated policy frameworks. The detailed land use designations throughout the Town are organized in the following categories:
- i. **Community Area Designations:**
    - > Existing Neighbourhood;
    - > Future Neighbourhood;
    - > Major Institutional;
    - > Parks and Open Space;
  - ii. **Strategic Growth Area Designations:**
    - > Downtown;
    - > Mixed-use Corridor I;
    - > Mixed-use Corridor II;
    - > The Regional Commercial District;
  - iii. **Employment Area Designations/Overlay**
    - > Prestige Employment;
    - > General Employment;
    - > Waste Disposal Industrial;
    - > Waste Disposal Assessment Areas Overlay;
  - iv. **Rural/Agricultural Area Designations:**
    - > Rural;
    - > Rural Residential;
  - v. **Greenlands System Designations/Overlay:**
    - > Environmental Protection; and,
    - > Adjacent Lands Overlay.

### 5.1.2 Development Review

- a) In addition to the concept of compatible development identified in this Plan, the Town will have regard for the following when evaluating any development proposal:
- i. That the lands within the Environmental Protection Designation are protected. The design of any development adjacent to the Environmental Protection Designation shall include opportunities to enhance the ecological integrity of the natural heritage feature and its associated ecological functions;
  - ii. The boundaries of the Environmental Protection Designation shown on **Schedules 2 and 3** have been conceptually delineated. It is the intent of this Plan that their precise locations be determined in consultation with the Nottawasaga Valley

Conservation Authority at the time of the consideration of specific development applications. An amendment to this Plan shall not be required to make minor modifications to the boundaries of the Environmental Protection Designation provided the overall intent of the Plan is maintained. However, an amendment shall be required to **Schedule 3**, when a boundary modification to a natural heritage resource area is deemed to constitute a major change;

- iii. That cultural heritage resources and cultural heritage landscapes are conserved. Where appropriate, cultural heritage resources may be incorporated into the design of the new development in a manner that conserves the integrity of the resource/landscape;
  - iv. That buildings and streetscapes are designed to create a sense of identity through architectural features, massing, site layout, orientation and landscaping;
  - v. That reverse frontage (back-lotting) abutting public streets and adjacent to public parks shall be discouraged. Alternatives to back-lotting that promote improved streetscapes and public safety will be encouraged, subject to the approval of the Town;
  - vi. That landscaping is provided to define and enhance the appearance of roads and associated pedestrian spaces, to buffer adjacent sensitive land uses, and to minimize the visual impact of parking, loading and storage areas;
  - vii. That landscape features are employed to establish an identifiable and well-conceived streetscape quality and street edge condition; and,
  - viii. That utility networks, municipal servicing infrastructure and transportation systems have capacity to serve the proposed development and there are no adverse impacts on the Town's water, sewer, stormwater management and transportation systems.
- b) All development applications shall be:
- i. Consistent with the Urban Design Manual and/or applicable Master Plans and Strategies;
  - ii. Reviewed to ensure that they are designed to accommodate the provision of infrastructure needed to support the proposed use(s) and the provision of emergency services in an efficient, effective and timely manner;
  - iii. Subject to Site Plan Approval, unless otherwise exempted from Site Plan Approval by this Plan or the Site Plan By-law;
  - iv. Subject to the provisions of the Zoning By-law; and,
  - v. Subject to an approved Secondary Plan or Secondary Plan where applicable, prepared in accordance with the policies of this Plan.

### **5.1.3 Land Uses Permitted in All Land Use Designations**

- a) Within all of the land use designations, with the exception of the Environmental Protection Designation, the following uses are permitted, subject to the relevant policies of this Plan:
- i. Parks and open spaces and open space linkages/trails;
  - ii. Emergency services facilities;
  - iii. Municipal roads and sewer and water services;

- iv. Stormwater management facilities;
  - v. Renewable energy systems; and,
  - vi. Public and private utilities, including electricity transmission and distribution systems, as well as telecommunication facilities.
- b) Notwithstanding a) above, parks and open spaces and open space linkages/trails and municipal roads and sewer and water services may be permitted within the Environmental Protection Designation and the Adjacent Lands Overlay, subject to the relevant policies of this Plan, including demonstration of no negative impacts on natural heritage features, functions, linkages and connections, to the satisfaction of the Town, in consultation with the Conservation Authority, and any other government agency having jurisdiction. Sewage treatment plants and water filtration plants shall also be subject to the policies of the Environmental Protection Designation and the Adjacent Lands Overlay.

#### **Emergency Service Facilities**

- c) The Town shall ensure the efficient and effective provision of emergency services in a planned effort to keep pace with growth in consultation with service providers, including Fire, Police and Emergency Medical Services.
- d) The Town shall consult with the emergency service providers with respect to the establishment of facility locations. Such facilities shall have convenient access to Arterial Roads, a close relationship to the intended service area and shall be integrated with the surrounding development, including appropriate architectural design, landscaping and buffering from residential buildings.

#### **Renewable Energy Systems**

- e) Renewable energy systems are subject to relevant Provincial legislation and regulations.

#### **Public and Private Utilities**

- f) Permissions for Public and Private Utilities, including Electricity Transmission and Distribution Systems, as well as Telecommunication Facilities are subject to any regulatory requirements, such as the provisions of the Environmental Assessment Act. The location of such uses shall be justified and compatible with surrounding land uses.

### **5.1.4 Land Uses Prohibited in All Designations**

- a) The following uses are prohibited in all land use Designations in this Plan:
  - i. Uses that are noxious, polluting, or produce or store hazardous substances;
  - ii. Uses that involve waste disposal, recycling and/or the storage of contaminated materials;
  - iii. Uses that are prohibited pursuant to the provisions of the Environmental Protection Act; and,
  - iv. Recreational vehicle park uses, other than in approved, site specific Official Plan Amendments or Zoning By-laws existing as of the date of adoption of this Plan, or in existing recreational vehicle parks.
- b) The Zoning By-law shall incorporate general provisions setting out those uses which are prohibited in all zone categories.

### 5.1.5 Natural Heritage and Hazard Lands

- a) While every effort has been made to capture significant natural heritage features and functions within the Environmental Protection Designation or Adjacent Lands Overlay, ecosystems are complex, varied and evolving. It is recognized that some significant features may exist within other Designations. Should screening tools, site visits or other information indicate that significant natural heritage features and functions might exist on lands outside of the Environmental Protection Designation or Adjacent Lands Overlay and/or as justification for major development proposals, the Town may request an Environmental Impact Study to demonstrate no negative impacts on the identified features or their functions. In such cases, the relevant policies of the Environmental Protection Designation or Adjacent Lands Overlay addressing EIS content, scoping, compensation and dedication would apply.
- b) While the flooding, erosion and dynamic beach hazards are addressed in the Environmental Protection Designation section of this Plan, it is recognized that other natural hazard sites such as steep slopes, unstable soils or bedrock, and hazardous forest types for wildland fire may exist within any Designation. Should screening tools, site visits or other information indicate that natural hazards might exist on lands and/or as justification for major development proposals, the Town may request an assessment demonstrating how the natural hazards are avoided or mitigated, including any additional risks resulting from the impacts of climate change.

### 5.1.6 Wayside Pits and Quarries and Portable Asphalt Plants

- a) Wayside pits and quarries and portable asphalt plants used on public authority contracts will be permitted in any land use designations on Schedule 'A' – Land Use Plan without requiring an amendment to this Plan, rezoning or development permit under the Planning Act. When reviewing an application for such a feature, the Town shall consider the following:
  - i. The site is not designated Environmental Protection on Schedule A of this Plan;
  - ii. The use is in keeping with Provincial legislation, policies and appropriate guidelines; and,
  - iii. The proponent mitigates potential negative impacts of the extracts and/or operations on surrounding and/or sensitive land uses.

### 5.1.7 Contaminated Sites

- a) A potentially contaminated site is land, or a building or structure located on the land, where it is reasonable to suspect that substances, either individually or collectively, are present which may pose an unacceptable risk to public health and safety or the natural environment. Commonly these sites have been impacted by past industrial or commercial use of the property or nearby properties, and soil and/or groundwater on these sites does not meet applicable standards established by the Province.
- b) The intent of this Plan is to provide some measure of assurance that the environmental condition of the land is protective of human health and the environment given the intended use of the land, and further that the ecological systems and natural features of the Town are being protected or improved. Flexibility shall be designed into the Town's development review process to identify the need for an assessment of environmental conditions as early in the process as possible, and that any required remediation may be deferred as late as practical, and even incorporated into the re-development, when permitted by other Regulations.

- c) Where development is proposed on (or adjacent to) land that is known or suspected to be potentially contaminated, the proponent shall submit to the Town a Phase 1 Environmental Site Assessment (ESA) and any other available environmental reports. Final development approval will be subject to the review by the Town of the Phase 1 ESA and any other environmental reports, and determination that the information provided is complete and satisfactory. The level of sophistication and scope of an assessment will depend upon the findings, conclusions, and recommendations of the Phase 1 Environmental Site Assessment conducted in accordance with appropriate Canadian standards.
- d) If a Phase I ESA finds or suspects contamination, the proponent shall be required to prepare a Phase II ESA. A Phase II ESA is conducted to determine the location and concentration of one or more contaminants in the natural environment. A Phase II ESA is required for purposes of filing a Record of Site Condition for proposed changes of property use. A Phase II ESA must include planning and conducting a site investigation, interpreting and evaluating the information from the investigation, the preparation of a written report, and submission of the report to the Town.
- e) If it is determined that remediation of the land is necessary, the remediation shall be undertaken in accordance with applicable Provincial standards. If it is determined that a Record of Site Condition (RSC) is required for the development of the land, the final posting of the RSC on the Environmental Site Registry is mandatory prior to any development occurring. The Town may apply a Holding "H" symbol on the zoning of the land until proof of the remediation is provided to the Town's satisfaction.
- f) If a Phase II ESA confirms the need for a Phase III ESA, the proponent shall be required to prepare a Phase III stage 1 Remedial Action Plan. The Phase III stage 1 remedial Action Plan shall be prepared by a qualified professional and submitted for review by the Town and concurrence by an independent peer reviewer prior to the approval of the planning application
- g) The Town may consider other relevant factors when determining the scope of the assessment of environmental conditions. This may include, but shall not be limited to such matters as the intended use for the land (sensitive uses versus non-sensitive uses) and the finding of previous assessments have may have been undertaken on the land or adjacent land. If development is proposed and the intended use of the land is already permitted by the Zoning By-law, the applicant may not be required to investigate the conditions of adjacent land as part of their assessment.
- h) Any submitted assessments shall be completed by a professionally qualified person. The Town reserves the right to have any submitted assessments peer reviewed by its own retained and professionally qualified person. Any costs associated with the Town's peer review shall be borne by the applicant.
- i) Where the Town requires or is otherwise accepting the conveyance of land for any purpose, the Town may demand evidence confirming that no contamination is present on the land being transferred. Alternatively, the Town may, at its sole discretion, accept evidence that the land has been remediated or otherwise be provided with a Record of Site Condition or Certificate of Property Use to the Town's decision to accept the land. Acceptance of land may be contingent on financial mechanisms to cover the cost of future monitoring.
- j) The above policies do not apply to the closure of a landfill site that is required to meet closure conditions as part of an environmental compliance approval under the Environmental Protection Act.



## 5.1.8 Land Use/Built-Form Specific Policies

### 5.1.8.1 Low-Rise Buildings

- a) Where Low-Rise Buildings are specifically identified as a permitted built form within any Designation in this Plan, the maximum building height shall be 3 storeys, or 11 metres in height, whichever is less. Built forms that are considered to be Low-Rise Buildings include:
  - i. Single detached, duplex and semi-detached dwellings;
  - ii. Triplex and four-plex dwellings;
  - iii. Street townhouse dwellings;
  - iv. Buildings with a mixture of uses; and,
  - v. Any other use that is accommodated in a building that is 3 storeys, or 11 metres in height, whichever is less.
- b) Low-Rise Buildings shall generally be located on Local Roads. New Low-Rise Buildings that are located adjacent to Highways, Arterial Roads, or Collector Roads will be required, wherever possible, to develop in a manner that will minimize direct access to such highways or roads.
- c) Low-Rise Buildings shall have a minimum density of 15 dwelling units per gross hectare and a maximum density not exceeding 20 dwelling units per gross hectare.

### 5.1.8.2 Mid-Rise Buildings

- a) Where Mid-Rise Buildings are specifically identified as a permitted use within any Designation in this Plan, they shall be a minimum height of 3 storeys. Mid-Rise Buildings shall be a maximum height of 8 storeys, or 27 metres, whichever is less. Built forms that are considered to be Mid-Rise Buildings include:
  - i. Block, stacked and street townhouses;
  - ii. Apartment buildings;
  - iii. Office buildings; and,
  - iv. Mixed-use buildings.
- b) The Town may identify sites for the development of Mid-Rise Buildings within the Zoning By-law. When a site specific Zoning By-law is under consideration to permit new Mid-Rise Buildings, the proposed development must meet the following criteria, to the satisfaction of the Town:
  - i. Be compatible and can be sensitively integrated with the surrounding land uses. Special measures, such as angular planes, increased building setbacks, or enhanced landscaped buffer strips may be required in order to ensure sensitive integration;
  - ii. Be on a site of suitable size for the proposed development, and provide adequate landscaping, amenity features, buffering, on-site parking and garbage pickup and recycling services;
  - iii. Be located in proximity to parks, open space and other community facilities, services and amenities;

- iv. Have access to utilities and municipal service infrastructure that can adequately serve the proposed development;
  - v. Have frontage on a Collector or Arterial Road; and,
  - vi. Have convenient access to an existing or planned public transit stop.
- c) Mid-Rise Buildings shall be developed at a maximum density of 3.5 Floor Space Index (FSI).
- d) For a Mid-Rise Building to achieve the identified maximum height, or density on any site, in any Designation in this Plan, the Town shall be satisfied that that the building is compatible with, and can be sensitively integrated with the surrounding and abutting land uses. The key is the appropriate transition to adjacent uses and built forms and the Town shall implement special measures in the Urban Design Manual and in the Zoning By-law, such as reduced building heights, angular planes, step backs, increased building setbacks or enhanced landscape buffers may be required to ensure sensitive integration.
- e) The Town shall encourage the use of underground and/or structured parking facilities for Mid-Rise Buildings.

### **5.1.8.3 High-Rise Buildings**

- a) Where High-Rise Buildings are specifically identified as a permitted use within any Designation in this Plan, they shall be taller than 8 storeys or 27 metres in height, whichever is greater. The maximum height shall be 12 storeys, or 45 metres, whichever is less.
- b) When a site specific Zoning By-law is under consideration to permit a new High-Rise Building, the proposed development must meet the following criteria, to the satisfaction of the Town:
- i. Be compatible with, and can be sensitively integrated with the surrounding land uses and built forms.
  - ii. Be on a site of suitable size for the proposed development, and provide adequate landscaping, amenity features, buffering, on-site parking and garbage pickup and recycling services;
  - iii. Be located in proximity to parks, open space and other public service facilities, services and amenities;
  - iv. Have access to utilities and service infrastructure that can adequately serve the proposed development;
  - v. Have frontage on a Collector or Arterial Road; and,
  - vi. Be located at highly accessible locations, generally within 250 metres of an existing or planned public transit stop and, where possible, within 500 metres of schools, commercial facilities and/or parks, open space and/or other community facilities, services and amenities.
- c) High-Rise Buildings shall be developed at a maximum density of 7.0 FSI.
- d) For a High-Rise Building to achieve the identified maximum height, or density on any site, in any Designation in this Plan, the Town shall be satisfied that that the building is compatible with, and can be sensitively integrated with the surrounding and abutting land uses. The key is the appropriate transition to adjacent uses and built forms and the Town

shall implement special measures in the Urban Design Manual and in the Zoning By-law, such as reduced building heights, angular planes, step backs, increased building setbacks or enhanced landscape buffers may be required to ensure sensitive integration.

- e) The Town shall encourage the use of underground and/or structured parking facilities for High-Rise Buildings.

#### **5.1.8.4 Additional and Accessory Residential Units**

- a) Where Additional Residential Units are specifically identified as a permitted use within any Designation in this Plan, they can be either within an existing dwelling, or within an accessory detached building on a residential lot. Each specified residential property is permitted to have either an Additional Residential Unit (attached) or an Additional Residential Unit (detached), or one of each.
- b) An additional residential unit (attached) that is wholly enclosed within an existing single detached, semi-detached, and/or townhouse building is permitted, subject to conformity with the following policies:
  - i. The Additional Residential Unit (attached) shall only be created and used in accordance with the Zoning By-law; and,
  - ii. The additional residential unit (attached) shall have a maximum gross floor area of no more than 50% of the primary dwelling unit's gross floor area.
- c) An additional residential unit (detached) is permitted in a detached accessory building or structure on a lot that includes a primary single detached, semi-detached and/or townhouse building, subject to conformity with the following policies:
  - i. The Additional Residential Unit (detached) shall only be created and used in accordance with the Zoning By-law;
  - ii. The creation of the additional residential unit (detached) shall not require a second driveway on the property. However, an additional required parking space may be accommodated as a tandem parking space on the lot;
  - iii. The additional residential unit (detached) shall have a maximum gross floor area of no more than 50% of the existing dwelling or 75 square metres, whichever is less; and,
  - iv. Land containing the detached accessory building in which the additional residential unit (detached) is located will be prohibited from being severed from the property and the Zoning By-law will establish a maximum distance from the primary dwelling.
- d) Accessory Residential units will also be considered in conjunction with a primary commercial or institutional use in accordance with the Zoning By-law

#### **5.1.8.5 Special Needs Housing**

- a) Special Needs Housing includes all types of residences licensed or funded under a Federal or Provincial statute for the accommodation of persons living under supervision and who, by reason of their age, emotional, mental, social or physical condition, require a group living arrangement for their well-being.
- b) Where Special Needs Housing is specifically identified as a permitted use within any Designation in this Plan, it shall conform to the associated criteria for Low-Rise, Mid-Rise

or High-Rise Buildings that are also identified as permitted within the Designation, subject to the Zoning By-law.

- c) Small-scale Special Needs Housing shall be subject to the provisions of the applicable Zoning By-law, and the satisfaction of the following criteria:
  - i. Any changes to a building resulting from the conversion to Special Needs Housing shall be in keeping with the physical form and character of the surrounding neighbourhood; and,
  - ii. Special Needs Housing operators shall obtain a license in accordance with the requirements of the applicable authority.
- d) Large-scale Special Needs Housing shall be subject to the provisions of the applicable Zoning By-law, and the satisfaction of the following criteria:
  - i. The site is adjacent to and has direct access to an Arterial or Collector Road;
  - ii. The site is located with convenient access to public service facilities;
  - iii. The lot size and configuration is sufficient to accommodate the building, required parking, green space and amenity areas;
  - iv. Any changes to a building resulting from the conversion to Special Needs Housing shall be in keeping with the physical form and character of the surrounding neighbourhood;
  - v. Municipal property maintenance standards and all other relevant municipal regulations and standards shall apply to the Special Needs Housing; and,
  - vi. Special Needs Housing Facility operators shall obtain a license in accordance with the requirements of the applicable authority.
- e) Large-scale Special Needs Housing where the use includes specific health or life care services as the primary use, shall only be located within the Major Institutional Designation and shall be subject to specific regulations in the Zoning By-law, and provided that:
  - i. Adequate buffering, parking, and amenity areas can be provided on-site;
  - ii. The proposed site is located with frontage onto a Collector or an Arterial Road; and,
  - iii. The proposed site is within 250 metres of an existing or planned public transit route and is in proximity to parks, community facilities and retail and service commercial facilities.

#### **5.1.8.6 Live-Work Units**

- a) Live-work units have the potential to integrate small-scale service commercial, retail or office uses at-grade. Live-work units are typically in a street townhouse building and are subject to the associated development policies identified in this Plan. Where live-work units are specifically identified as a permitted use in any Designation in this Plan they shall provide:
  - i. Amenity areas and buffering with planting and/or fencing from adjacent residential dwellings; and,
  - ii. Adequate parking and drop-off/pick-up facilities.

### 5.1.8.7 Home-Based Businesses

- a) There are two forms of home-based businesses:
  - i. Home occupations are small scale operations conducted by persons in their own home and tend to be professional or personal services; and,
  - ii. Home industries are typically carried out by the occupant of a property within accessory buildings on the property and may include professional or personal services, as well as artisan studios, maker spaces, small scale manufacturing, processing or repair uses with limited retail operations.
- b) Where home occupations are identified as a permitted use in any Designation in this Plan, they shall only be permitted in residences in accordance with the following provisions:
  - i. The use does not substantially alter the residential character of the property, and the use is compatible with the adjacent community;
  - ii. The use should be serviced by full municipal water supply and sanitary sewage disposal services. The use of a private water supply and/or a private sanitary sewage disposal system may be permitted where the adequacy of such services has been demonstrated;
  - iii. The use is carried out entirely within the dwelling unit, and can be appropriately accommodated within a residential structure;
  - iv. The use is clearly secondary to the primary use of the property as a residence in terms of floor space utilization
  - v. The property is the principal residence of the person carrying on the home occupation use;
  - vi. Outside storage of goods, materials, or equipment related to the home occupation use shall not be permitted; and,
  - vii. Compliance with on-site parking requirements, including parking for service vehicles such as trailers and commercially licensed vehicles and other provisions regulating home occupations in the Zoning By-law.
- c) Where home industries are identified as a permitted use in any Designation in this Plan, they shall only be permitted in accordance with the following provisions:
  - i. The use does not substantially alter the residential character of the property, and the use is compatible with the adjacent community;
  - ii. The use should be serviced by full municipal water supply and sanitary sewage disposal services. The use of a private water supply and/or a private sanitary sewage disposal system may be permitted where the adequacy of such services has been demonstrated;
  - iii. The use is carried out within an accessory building or structure separate from a residential dwelling on the same lot;
  - iv. The use is clearly secondary to the primary use of the property and shall not detract from the primary use of the property;

- v. Only accessory retail sales of products directly produced by the home industry is permitted;
  - vi. The repair, storage or sale of motor vehicles is not considered to be a home industry; and,
  - vii. Compliance with on-site parking requirements, including parking for service vehicles such as trailers and commercially licensed vehicles and other provisions regulating home occupations in the Zoning By-law.
- d) The Zoning By-law may include additional provisions regulating home occupations and home industries. The Town may implement a Licensing By-law.

#### **5.1.8.8 Bed and Breakfast Establishments**

- a) Where bed and breakfast establishments are identified as a permitted use in any Designation of this Plan, they shall be subject to the provisions of the Zoning By-law and Site Plan Approval, to ensure that the Town is satisfied that:
- i. The use does not substantially alter the residential character of the property, and the use is compatible with the adjacent community.
  - ii. The use should be serviced by full municipal water supply and sanitary sewage disposal services. The use of a private water supply and/or a private sanitary sewage disposal system may be permitted where the adequacy of such services has been demonstrated;
  - iii. Adequate off-street parking shall be provided at a standard of no less than one space per guestroom in addition to the normal parking requirement for the dwelling. When there are two or more guest rooms offered for rent, the guest parking shall be screened from adjacent properties; and,
  - iv. If the use has frontage on a County Road, an access permit shall be obtained, if required, from the County.
- b) To be considered a bed and breakfast establishment, the dwelling accommodating the use must have at least one bedroom available in the dwelling for the exclusive use of the building's permanent resident.

#### **5.1.8.9 Short-Term Accommodations**

- a) Where short-term accommodations are identified as a permitted use in any Designation of this Plan, they shall only be permitted in the principal residence of the short-term accommodation owner and shall be subject to the provisions of the Zoning By-law and may be subject to Site Plan Approval, to ensure that the Town is satisfied that:
- i. The use does not substantially alter the residential character of the property, and the use is compatible with the adjacent community;
  - ii. The use should be serviced by full municipal water supply and sanitary sewage disposal services. The use of a private water supply and/or a private sanitary sewage disposal system may be permitted where the adequacy of such services has been demonstrated to the satisfaction of the Town;
  - iii. Adequate off-street parking shall be provided at a standard of no less than one space per guestroom. When there are two or more guest rooms offered for rent, the guest parking shall be screened from adjacent properties;



- iv. If the use has frontage on a County Road, an access permit shall be obtained, if required, from the County.
- v. The total number of guest rooms shall be a maximum of 3;
- vi. No guest room shall be made available for short-term accommodations unless it conforms to the standards for a bedroom in accordance with the Ontario Building Code; and,
- vii. No short-term accommodation shall be established unless a license is issued by the Town.

#### **5.1.8.10 Day Care Facilities**

- a) Where day care facilities are identified as a permitted use in any Designation in this Plan, they shall be permitted subject to specific regulations in the Zoning By-law and in accordance with the following policies:
  - i. The use will not cause any traffic hazards or an unacceptable level of congestion on surrounding roads;
  - ii. The use is intended to serve and support the surrounding residential area; and,
  - iii. The site is large enough to accommodate the building, on-site play areas, parking and pick-up/drop-off facilities and appropriate buffering, where required.

#### **5.1.8.11 Small-Scale Places of Worship**

- a) Where small-scale places of worship already exist, or are specifically identified as a permitted use in any Designation in this Plan, they shall have the capacity to accommodate a congregation of 200 people or less and shall be permitted through a site specific Zoning By-law, subject to the following criteria:
  - i. The use will not cause any traffic hazards or an unacceptable level of congestion on surrounding roads; and,
  - ii. The site is large enough to accommodate the building, on-site parking areas and appropriate amenity areas and buffering, where required.

#### **5.1.8.12 Neighbourhood Supporting Uses**

- a) Where identified as a permitted use in any designation in this Plan, neighbourhood supporting uses may be permitted through a site specific Zoning By-law, and may include:
  - i. Artisan establishments, studios and craftsman shops (maker spaces);
  - ii. Business and financial institutions;
  - iii. Health care offices and clinics; and,
  - iv. Convenience retail, personal service establishments and restaurants.
- b) The Town will encourage the integration of neighbourhood supporting uses with residential uses in mixed-use developments, or in mixed-use buildings, where appropriate and desirable. Neighbourhood supporting uses shall be encouraged to locate on the ground floor, with residential uses located above the ground floor. The Town shall consider for the

following criteria when evaluating a site specific Zoning By-law application to permit neighbourhood supporting uses:

- i. The use is considered small-scale, generally having a Gross Floor Area of less than 300 square metres per each individual use;
- ii. The use will contribute to a walkable and complete community;
- iii. Parking and servicing areas shall be located at the side or rear of buildings, and appropriately screened from adjacent residential development;
- iv. Distinct parking areas shall be provided for the residential uses and neighbourhood supporting uses in mixed-use buildings and developments, and the use of underground and/or structured parking facilities will be encouraged;
- v. Neighbourhood supporting uses shall generally be:
  - > Located at an intersection of Collector Roads, Collector/Arterial Roads, or Arterial Roads;
  - > Provided with shared access to those roads where feasible, in accordance with the requirements of the Town or County; and,
  - > Clustered to create a neighbourhood focal point and to facilitate access by all forms of active transportation; and,
- vi. Clustered neighbourhood supporting uses including development in a plaza format shall generally not exceed a combined Gross Floor Area of 900 square metres and may include a maximum of 3 individual permitted uses, subject to the provisions of a Zoning By-law.

#### **5.1.8.13 Elementary Schools**

- a) Where elementary schools are specifically permitted within any Designation in this Plan, they shall be subject to specific regulations in the Zoning By-law and in accordance with the following policies:
  - i. Elementary school sites shall be provided in accordance with the standards of the appropriate Board of Education, where applicable;
  - ii. The development of elementary schools in conjunction with municipal parkland and other community facilities/services may be considered, as well as the joint development of school sites by more than one Board of Education where appropriate, so that a complementary integration of lands and facilities may be achieved;
  - iii. The coordinated use of recreational facilities located within elementary schools, or on school properties will be encouraged;
  - iv. Adequate parking and pick-up/drop-off facilities for automobiles and buses shall be provided on site; and,
  - v. Direct access shall be provided to elementary schools through a comprehensive active transportation network.
- b) Any elementary school site that is determined to be surplus to the Board of Education's needs under the provisions of the Education Act may be developed in accordance with the

provisions of the Designation that the site is within without an amendment to this Plan. Private schools and education resource centres may also be permitted on surplus elementary school sites without an amendment to this Plan.

#### 5.1.8.14 Public Service Facilities

- a) Where public service facilities are specifically permitted within any Designation in this Plan, they shall be subject to specific regulations in the Zoning By-law and in accordance with the following policies:
- b) Public service facilities include facilities designed to meet the recreational, social, self-directed learning, and cultural needs of the residents including public libraries, museums, cultural centres, or other similar uses, excluding educational facilities. The Town will work with community organizations to ensure that provision is made for such facilities in appropriate locations to serve the residents' needs.
- c) In determining appropriate locations for public service facilities, the Town shall have regard for the type of service provided by the facility, recognizing that some uses will serve a localized population, while others will serve the whole or large portions of the Town, as well as tourists and other visitors.
- d) Where public service facilities are specifically permitted within any Designation in this Plan, they will be subject to the specific regulations in the Zoning By-law. It is desirable that public service facilities can be clustered together to promote cost-effectiveness and facilitate service integration. The development of public service facilities shall be subject to the following criteria:
  - i. The use will not cause any traffic hazards or an unacceptable level of congestion on surrounding roads;
  - ii. The site is large enough to accommodate the building, on-site parking areas and appropriate amenity areas and buffering, where required; and,
  - iii. Direct access shall be provided to community facilities from all parts of the surrounding community through a comprehensive active transportation network.

## 5.2 Residential Communities

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- a) **Schedule 1** identifies Residential Communities and DGA - Residential Communities that incorporate the elements of the Town that are focused on primarily residential land uses, but also include community facilities, parks, institutional uses and small-scale retail and service commercial uses that support local residents. These Residential Communities in Collingwood are diverse, ranging from stable historic districts to recently constructed subdivisions, to new neighbourhoods that are still in the planning approvals stage.
- b) The Residential Communities include the following land use designations, as identified on **Schedule 2**:
  - i. Existing Neighbourhood Designation;
  - ii. Future Neighbourhood Designation;
  - iii. Major Institutional Designation; and,
  - iv. Parks and Open Space Designation.

## 5.2.1 The Existing Neighbourhoods Designation

### 5.2.1.1 Intent

- a) The Existing Neighbourhood Designation in Collingwood, identified on **Schedule 2**, is expected to continue to accommodate attractive neighbourhoods which will provide for a variety of residential forms, as well as neighbourhood facilities such as elementary schools, parks, places of worship and convenience commercial uses integral to and supportive of a residential environment. In addition, a variety of housing types are needed to meet the needs of a diverse population. Opportunities to provide housing for individuals or groups with special needs including those with special physical, social or economic needs within the Town will be encouraged.
- b) It is the intent of this Plan to protect and enhance the existing neighbourhoods within Collingwood, while managing their ongoing evolution, including opportunities for sensitive intensification. It is also the intent of the Town to recognize existing neighbourhoods as areas that consist of primarily low-rise residential house forms that have limited potential to accommodate significant levels of intensification, but that are prime candidates for the introduction of Additional Residential Units and home-based businesses, and intensification of an appropriate form and scale.

### 5.2.1.2 Permitted Built Form/Uses

- a) Development within the Existing Neighbourhood Designation may be within Low-Rise and Mid-Rise Buildings.
- b) The following uses may be permitted on lands within the Existing Neighbourhood Designation, as shown on Schedule 2, subject to the policies of this Section:
  - i. Residential units in Low-Rise and Mid-Rise Buildings;
  - ii. Additional and Accessory Residential Units;
  - iii. Special Needs Housing;
  - iv. Live-work Units;
  - v. Home-Based Businesses;
  - vi. Bed and Breakfast Establishments;
  - vii. Day Care Facilities;
  - viii. Small-Scale Places of Worship;
  - ix. Neighbourhood Supporting Uses;
  - x. Elementary Schools; and,
  - xi. Public Service Facilities.
- c) In addition to the identified list of permitted uses, uses accessory to any of the identified permitted uses are also permitted.
- d) The list of permitted uses may be further refined through the Zoning By-law to ensure that new development is appropriate in the context of the adjacent and surrounding community.

### 5.2.1.3 General Development Policies

#### Intensification

- a) The Town will continue to support intensification within the Existing Neighbourhood Designation. Intensification initiatives will focus primarily on modest residential infill, small scale redevelopment, and additional/accessory residential units, in accordance with the policies of this Plan and consistent with the associated Urban Design Manual.
- b) The following policies anticipate the potential for modest residential intensification within the Existing Neighbourhoods Designation in Collingwood:
  - i. Avoid parking, driveways and garages along street frontages; these shall be located away from public view and preferably internal to the site, screened by buildings;
  - ii. Buildings shall be placed to create a continuous street wall; the setback distance shall be determined with reference to the setback distances of adjacent buildings and provide sufficient transition from private front yards to the public street;
  - iii. The massing and scale of the development shall be compatible with the existing and planned context;
  - iv. Main entries shall be located on the front of the building/unit and shall be highlighted in the architectural design;
  - v. Ensure that end/corner units display the same level of architectural detail and articulation as that of the main front elevation;
  - vi. The interface between the front yard and the sidewalk shall be designed with a combination of low fencing, stone walls and/ or hedges and shrubs that enhance the character of the streetscape; and,
  - vii. Detailed landscape treatments shall be coordinated with the main building materials and create a year-round visually appealing presence along the street.

#### Compatibility

- c) The Town shall encourage compatible development throughout the Existing Neighbourhood Designation by supporting development applications that conform to the relevant policies of this Plan, and are consistent with the associated Urban Design Manual.
- d) All development shall be adequately regulated by suitable provisions in the Zoning By-law to ensure that it is compatible with existing development in proximity. Where appropriate, historic streetscape patterns such as block lengths, building heights, setbacks, and separations will be maintained.

#### Required Parkland

- e) All developments within the Existing Residential Designation shall be required to provide public parkland, or cash-in-lieu of parkland, in accordance with the Town's Parkland Dedication By-law. Public parkland shall be provided subject to the following:
  - i. Public Lands dedicated for public open space shall be subject to the Parkland Development Standards, prior to the conveyance in a manner satisfactory to the Town; and/or,

- ii. Where cash-in-lieu of parkland is accepted for development within the Existing Neighbourhood Designation, the funds generated shall be used to provide additional public parkland in proximity to the subject development, or for the aesthetic and/or functional improvement of existing public parkland areas in proximity to the subject development.

### **Cultural Heritage**

- f) The Town shall protect and enhance, where possible and appropriate, the historic architectural character found within the Existing Neighbourhood Designation, particularly focusing on the pedestrian scale and design of the buildings and streetscapes, and the arrangement of windows and treatments on the building facades. Existing listed and designated cultural heritage resources within the Existing Neighbourhood Designation are identified in **Appendix II**, and are subject to the Cultural Heritage policies of this Plan. Heritage-related design policies for new development within the Existing Neighbourhood Designation include:
  - i. New buildings shall relate to the traditional building stock, either through a traditional style that reflects the character of the area, or a more contemporary style that sets them apart from and highlights heritage buildings through a defined contrast and juxtaposition. Designs shall provide a clear distinction between 'new' and 'old'; and,
  - ii. Façade designs shall reference the articulation of neighbouring historic buildings, with respect to vertical and horizontal elements, including the rhythm and proportion of its main architectural elements.

#### **5.2.1.4 Area Specific Policies**

- a) The Area Specific Policy of this Section of this Plan is for the properties located along the north and south side of the Beachwood Road corridor.

#### **Area A: Secondary Plan / Restrictive Commercial**

- b) For specific properties identified on **Schedule 7**, it is Council's intent that the permitted commercial uses be limited to those existing on the date of adoption of this Official Plan, as amended, or those which, in the opinion of Council, are similar to the uses existing on the date of adoption of this Plan.

### **5.2.2 The Future Neighbourhoods Designation**

#### **5.2.2.1 Intent**

- a) It is the intent of the Town to promote well-designed and attractive residential neighbourhoods throughout Collingwood. The Future Neighbourhood Designation, identified on **Schedule 2**, will include an appropriate range and mix of housing types, parks and open space features, and an array of community facilities. The Future Neighbourhood Designation will include provisions for the establishment of Neighbourhood Centres.

#### **5.2.2.2 Permitted Built Form/Uses**

- a) Development within the Future Neighbourhood Designation may be within Low-Rise, Mid-Rise, and High-Rise Residential Buildings.
- b) The following uses may be permitted on lands within the Future Neighbourhood Designation, as shown on **Schedule 2**, subject to the policies of this Section:
  - i. Residential units in Low-Rise, Mid-Rise and High-Rise Residential Buildings;



- ii. Additional and Accessory Residential Units;
  - iii. Special Needs Housing;
  - iv. Live-work Units;
  - v. Home-Based Businesses;
  - vi. Bed and Breakfast Establishments;
  - vii. Day Care Facilities;
  - viii. Small-Scale Places of Worship;
  - ix. Neighbourhood Centres;
  - x. Neighbourhood Supporting Uses;
  - xi. Elementary Schools; and,
  - xii. Public Service Facilities.
- c) In addition to the identified list of permitted uses, uses accessory to any of the identified permitted uses are also permitted.
- d) The list of permitted uses may be further refined through the Zoning By-law to ensure that new development is appropriate in the context of the adjacent and surrounding community.

### **5.2.2.3 General Development Policies**

#### **A Range and Mix of Housing Types**

- a) The Town shall permit the development of a range and mix of housing types, as well as appropriate neighbourhood supporting land uses, in accordance with the policies of this Plan and consistent with the Urban Design Manual and applicable Secondary Plans, where required.

#### **Comprehensive Planning**

- b) The Town shall require, prior to the approval of any development application - Draft Plan of Subdivision/Condominium Description or Zoning By-law Amendment - within any of the Designated Greenfield - Residential Community Areas identified on **Schedule 1**.

#### **Minimum Density Requirement**

- c) Lands within the Future Neighbourhood Designation identified on **Schedule 2** are also identified on **Schedule 1** as DGA-Residential Communities. It is a requirement of this Plan that each of the identified DGA-Residential Communities shall achieve a minimum density of 55 persons and jobs combined per gross developable hectare, where gross developable hectare means the total land area less any defined elements of the Core Natural Heritage Feature Designation.

#### **Neighbourhood Centres**

- d) Permitted Neighbourhood Centres shall be centrally located within the each of the DGA-Residential Communities identified on **Schedule 1**, and shall be further defined through the Secondary Plan process. Generally, a Neighbourhood Centre shall:

- i. Be located at an intersection, where at least one road is a Collector or Arterial Road; and,
  - ii. Be within a walking distance of 5 to 10 minutes for most of the residents of the defined Greenfield Area and of a transit stop.
- e) Within a Neighbourhood Centre, the mix of uses shall be compatible and sensitively integrated with the surrounding residential uses in terms of building mass, height, setbacks, orientation, privacy, landscaping, shadow casting, accessibility, and visual impact. In addition to the residential uses permitted within a Neighbourhood Centre, at least one of the following additional land uses shall be required:
- i. A local convenience retail store use up to 300 square metres of non-residential gross floor area per Neighbourhood Centre. Apartment units may be permitted above the ground floor at the rear or to the side of the local convenience store; and/or,
  - ii. Institutional uses and community facilities which provide services to the neighbourhood.

#### **Parkland Required**

- f) All developments within the Future Residential Designation shall be required to provide public parkland, or cash-in-lieu of parkland. Public parkland shall be identified through the Secondary Plan process and shall be provided within each of the Designated Greenfield - Community Areas identified on Schedule 1, subject to the following:
- i. Public open space to be dedicated shall be subject to the Parkland Development Standards, prior to conveyance in a manner satisfactory to the Town;
  - ii. The first priority for parkland dedication is the achievement of new public parks within the Future Residential Designation; and/or,
  - iii. Where cash-in-lieu of parkland is accepted for development on lands within the Future Neighbourhood Designation, the Town shall use the funds to provide public parkland elsewhere within the Future Neighbourhood Designation where the funds were generated, or for the aesthetic and/or functional improvement of existing public parkland areas.

#### **5.2.2.4 Design Policies**

##### **General**

- a) These policies apply to the development of lands within the Future Neighbourhoods Designation located around the perimeter of the existing built up area of Collingwood. They provide a framework for design that enhances the existing character of the community and promotes best practices in urban design.

##### **Development abutting Natural Features**

- b) The following policies apply to lands that abut the Environmental Protection Designation as it is defined on **Schedule 2**. In addition, all of the relevant policies for the Natural Heritage System of this Plan shall apply. It is a policy of the Town to:
- i. Protect and incorporate the Natural Heritage System as an integral part of the neighbourhood's structure;

- ii. Create views and vistas to natural heritage features, parks, and open spaces through the location, arrangement, and configuration of streets and blocks;
- iii. Locate parks and open spaces prominently, with adjacency or strong connections to the natural heritage system and trail network; and,
- iv. Back-lotting of the natural heritage features shall be discouraged.

**Sustainability**

- c) Development within the identified Future Neighbourhood Designation, as identified on **Schedule 2** are encouraged to be developed in conformity with any sustainable development standards adopted by the Town and the following:
  - i. The principles of LEED-ND (Leadership in Energy and Environmental Design – Canada) as they evolve, or some other equivalent; and,
  - ii. Building orientation to maximize potential for passive and active solar energy.

**Neighbourhood Layout**

- d) Future Neighbourhoods shall be designated to:
  - i. Create a connected, pedestrian-oriented and highly interconnected street and block pattern, with connections to adjacent communities and to community amenities/ destinations;
  - ii. Locate key destinations such as retail and service commercial uses, parks and schools within 5 minute walk (400m radius) of most residents;
  - iii. Limit development blocks to no more than 180 metres in length. Blocks that are longer than this in length shall include mid-block landscaped pedestrian links of at least 6 metres in width;
  - iv. Provide appropriate transition to/integration among adjacent uses/built forms;
  - v. Changes in land use, lotting and built form shall occur along a rear lot line so that similar uses and forms shall frame both sides of a street;
  - vi. Back lotting of parks and open spaces shall be avoided;
  - vii. Locate built form and public space to create gateways to the neighbourhood;
  - viii. Locate higher density forms of development at prominent locations such as around parks, neighbourhood centres, adjacent to Collector and Arterial Roads, and at defined gateways; and,
  - ix. Require built form that is a minimum of three storeys in height around parks, neighbourhood centres and at prominent locations.

**Road Pattern**

- e) Future Neighbourhood road layouts shall be designed to:
  - i. Maximize number of connections to surrounding Collector and Arterial Road network;

- ii. Connect to existing road stubs that abut the planned neighbourhood;
- iii. Provide multiple future road connections to abutting undeveloped areas;
- iv. Provide a well-connected internal road network designed to calm through traffic; and,
- v. Ensure publicly accessible open spaces such as parks, stormwater management facilities, and the Natural Heritage System have significant frontage on internal public roads.

### **5.2.3 The Major Institutional Designation**

#### **5.2.3.1 Intent**

- a) The Major Institutional Designation includes institutional uses that are of a Town-wide or regional scale within the Town. Major Institutional uses are intended to be integrated into the Town fabric, and are a crucial part of a complete community.

#### **5.2.3.2 Permitted Uses**

- a) Permitted uses within the Major Institutional Designation, as identified on Schedule 2, may include:
  - i. All large-scale public service facilities, including secondary schools, post-secondary educational facilities, and hospitals;
  - ii. Large-Scale Special Needs Housing; and,
  - iii. Large-Scale Places of Worship.
- b) In addition to the identified list of permitted uses, uses accessory to any of the identified permitted uses are also permitted, including accessory residential uses;
- c) The list of permitted uses may be further refined through the Zoning By-law to ensure that new development is appropriate in the context of the adjacent and surrounding community.

#### **5.2.3.3 Land Use/Built Form Specific Policies**

##### **Secondary Schools and Post-Secondary Educational Facilities**

- a) Secondary schools and post-secondary educational facilities may be permitted in the Major Institutional Designation, subject to specific regulations in the implementing Zoning By-law and in accordance with the following policies:
  - i. Secondary school sites shall be provided in accordance with the standards of the appropriate Board of Education, where applicable;
  - ii. The development of a secondary school or post-secondary educational facility and associated student housing, in conjunction with municipal parkland and other community facilities/services may be considered, so that a complementary integration of lands and facilities may be achieved;
  - iii. The coordinated use of recreational facilities located within a secondary school or post-secondary educational facility, or on associated properties will be encouraged;

- iv. The proposed site is within 250 metres of an existing or planned public transit route and is in proximity to parks, the active transportation network and community facilities. Post-secondary educational facilities should also be in proximity to retail and service commercial uses;
- v. The proposed site has frontage onto a Collector Road or an Arterial Road;
- vi. Adequate amenity areas, parking and pick-up/drop-off facilities for automobiles and buses shall be provided on site; and,
- vii. Direct pedestrian and cycling access shall be provided to secondary schools and post-secondary educational facilities from all parts of the surrounding community through a comprehensive active transportation network.

### **Hospitals**

- b) The existing Collingwood General Hospital is identified as a permitted use within the Major Institutional Designation. New hospital facilities that are not incorporated within the existing site may be permitted in the Major Institutional Designation subject to specific regulations in the Zoning By-law and in accordance with the following policies:
  - i. The proposed site is within 250 metres of an existing or planned public transit route and is in proximity to parks, community facilities and retail and service commercial uses;
  - ii. The proposed site has frontage onto a Collector Road or an Arterial Road;
  - iii. Adequate amenity areas and pick-up/drop-off facilities shall be provided on-site and are encouraged to be located in structures where feasible; and,
  - iv. Direct access shall be provided to hospital facilities from all parts of the surrounding community through a comprehensive active transportation network.

### **Large-Scale Places of Worship**

- c) New large-scale places of worship have the capacity to accommodate a congregation of greater than 200 people. Large-scale places of worship may be located in the Major Institutional Designation subject to specific regulations in the Zoning By-law, and provided that:
  - i. The site has frontage onto a Collector or Arterial Road;
  - ii. The use will not cause any traffic hazards or an unacceptable level of congestion on surrounding roads;
  - iii. The site is large enough to accommodate the building, on-site parking and appropriate amenity areas and buffering, where required; and,
  - iv. Direct access shall be provided to places of worship from all parts of the surrounding community through a comprehensive active transportation network.

## 5.2.4 The Parks and Open Space Designation

### 5.2.4.1 Intent

- a) Parks and Open Spaces are a valuable resource to the community and contribute to the quality of life in Collingwood. The intent of the Parks and Open Space Designation is to provide for a comprehensive and connected open space system of parks, multi-use pathways and trails that increase the opportunities for recreation and general enjoyment of a community.

### 5.2.4.2 Permitted Built Form/Uses

- a) Any buildings that support a permitted parks and open space use shall be in a Low-Rise Building.
- b) Parks and open space uses are permitted in all Designations in this Plan, and smaller elements of the parkland system may not necessarily be identified on any of the Schedules of this Plan. Larger elements of the parkland and open space system are identified on **Schedule 2** as being within the Parks and Open Space Designation. Permitted uses in the Parks and Open Space Designation may include:
  - i. Public parks and open spaces including
    - > Regional Parks;
    - > Community Parks;
    - > Waterfront Park;
    - > Neighbourhood Parks;
    - > Urban Greens;
    - > Greenways;
    - > Golf Courses;
    - > Cemeteries; and,
    - > Marinas.
- c) Accessory buildings and structures, and limited commercial uses which serve the main permitted use may be permitted subject to the relevant policies of this Plan, and the requirements of the Zoning By-law.
- d) The list of permitted uses may be further refined through the Zoning By-law to ensure that new parks, open spaces and cemeteries are appropriate in the context of the adjacent and surrounding community.
- e) Specific requirements for each type of permitted municipal park are found within the Parks, Recreation, and Culture Master Plan or its successor.

### 5.2.4.3 General Development Policies

- a) The lands within the Town's parkland system, including those lands identified as within the Parks and Open Space Designation on **Schedule 2**, shall be developed consistent with the Council adopted Parks, Recreation and Culture Master Plan, as well as any other relevant policies of this Plan.
- b) Parkland dedication will occur in accordance with the provisions of the *Planning Act*, the policies of this Plan, and the Town's Parkland Dedication By-law.

- c) Where a Parks and Open Space Designation is applied to privately owned lands, it shall not imply that the lands are free and open to the general public. Further, it shall not imply any obligation for the Town, or any other public agency, to purchase the lands.
- d) Buildings, structures, and uses associated with a Cemetery use may be permitted, subject to the Zoning By-law. The establishment of new cemeteries, or the enlargement of existing cemeteries, shall have regard for:
  - i. Driveway access to the road system in a manner which does not create traffic hazards;
  - ii. Provision of adequate on-site parking facilities; and,
  - iii. Screening and landscaping to complement the plot plan and provide a buffer to adjacent land uses, where necessary.
- e) The conversion of existing golf courses or other private recreational spaces in the Parks and Open Space Designation for future urban growth are not anticipated within the planning horizon of the Plan, and if proposed, must be appropriately justified. Any proposal for conversion urban growth must be justified by supporting studies and documentation demonstrating the need for conversion in the context of the Provincial Policy Statement and Growth Plan for the Greater Golden Horseshoe and that the proposed growth is unable to be accommodated in existing designated greenfield areas or through intensification and infill within the built-up area and/or existing neighbourhoods.
- f) The Town is considering the future of the Grain Terminals and surrounding lands. A future amendment may be required to this Plan to facilitate the community's vision for that area.

## 5.3 Strategic Growth Areas

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- a) Strategic Growth Areas include the areas of the Town that are expected to intensify over time and include mixture of residential, retail and service commercial uses, as well as offices. The Strategic Growth Areas are to be the focus for intensification and are to accommodate mixed-use forms of development that include a mixture of uses within each Designation, a mixture of uses on individual development blocks and a mixture of uses within buildings. The Strategic Growth Areas are expected to be supportive of an enhanced transit system throughout the Town. The Strategic Growth Areas in Collingwood include:
  - i. The Downtown Core Designation;
  - ii. The Mixed-use Corridor I Designation;
  - iii. The Mixed-use Corridor II Designation; and,
  - iv. The Regional Commercial District Designation.

### 5.3.1 The Downtown Core Designation

#### 5.3.1.1 Intent

- a) The Downtown Core, as identified on **Schedule 2**, along Hurontario Street from the waterfront to Fifth Street is Collingwood's historical centre. The Downtown Core is expected to function as an attractive regional destination for residents, tourists and the traveling public and will provide opportunities for the arts and culture community, and for housing options in mid-rise and high-rise forms in mixed-use buildings. This Plan will ensure that retail facilities are planned to continue as a major commercial use in the Downtown



Core. Stores will serve the day-to-day needs of local and seasonal residents, as well as opportunities for comparison and specialty shopping. The Downtown Core shall be planned to:

- i. Be the cultural, entertainment and administrative heart of the Town, a key shopping district, and a destination for residents, tourists and businesses;
- ii. Promote economic revitalization within the context of historic preservation, recognizing the potential for adaptive re-use, redevelopment and intensification. Existing buildings shall be conserved and renovated wherever practical;
- iii. Be a great neighbourhood that accommodates a broad range of housing types and tenures for residents of all ages and abilities, and contributes substantially to a complete, healthy and sustainable community;
- iv. Attract investment in institutional uses including post-secondary educational facilities, regionally-focused public services, as well as a full range of health care, commercial, recreational, cultural and entertainment uses;
- v. Serve as a focus for office employment that will attract provincially, nationally, and internationally significant employers;
- vi. Include a hierarchy of urban park spaces, and the Town's multi-use pathway and trail network;
- vii. Provide for strong public realm linkages to the waterfront;
- viii. Act as a hub for local, regional and interregional transit, and to accommodate and support transit infrastructure; and,
- ix. Provide the community services, amenities and infrastructure that will attract population and employment growth.

### **5.3.1.2 Permitted Built Form/Uses**

- a) Development within the Downtown Core Designation shall be primarily in Mid-Rise Buildings.
- b) The diversity of land uses permitted within the Downtown Core Designation shall foster the health and continued growth of the Downtown, while conserving and enhancing cultural heritage resources and community identity. Downtown Collingwood shall continue to grow and develop with the following permitted uses:
  - i. Retail and service commercial uses;
  - ii. Restaurants;
  - iii. Farmer's Markets;
  - iv. Artisan studios and maker spaces;
  - v. Hotels, including ancillary uses;
  - vi. Convention/conference facilities;
  - vii. Private clubs;
  - viii. Office uses;
  - ix. Cultural, entertainment and recreational uses;
  - x. Public service facilities;

- xi. Major institutional uses,
  - xii. Elementary schools, and small-scale places of worship;
  - xiii. Day care facilities;
  - xiv. Residential Apartments, including special needs housing in Mid-Rise or High-Rise Buildings; and,
  - xv. Commercial and/or accessory parking facilities at-grade and/or in structures.
- c) In addition to the identified list of permitted uses, the following may also be permitted within the Downtown Core Designation:
- i. Uses accessory to any of the identified permitted or legal non-conforming uses including additional and accessory residential units; and,
  - ii. Pop-up uses and activities. The Town shall establish policies and procedures to facilitate and regulate the establishment of pop-up uses and activities.
- d) Where residential uses in Low-Rise Buildings exist within the Downtown Core Designation, additional residential units, home occupations, and bed and breakfast establishments are also permitted within any Low-Rise Residential Building.
- e) The following uses are specifically prohibited within the Downtown Core Designation:
- i. Drive-through commercial and/or restaurant facilities;
  - ii. Commercial uses requiring extensive storage areas such as retail warehouses and building supply and lumber yards;
  - iii. Low-Rise Residential Buildings, including single detached, semi-detached, and Townhouse dwellings;
  - iv. Adult entertainment establishments; and,
  - v. Auto-oriented land uses including motor vehicle sales, motor vehicle gas stations and car washes.
- f) The list of permitted uses, and/or specifically prohibited uses may be further refined in the Zoning By-law to ensure that new development is appropriate in the context of the adjacent and surrounding community in terms of the size, type, and/or phasing of uses.

### **5.3.1.3 General Development Policies**

#### **Intensification**

- a) The Town will continue to support intensification and rehabilitation within the Downtown Core Designation. The Downtown Core Designation is planned to accommodate significant intensification through redevelopment opportunities, with a focus on vacant or under-utilized lands.
- b) It is envisioned that the Downtown Core Designation will develop as a mixed-use community, where new residents in Mid- to High-Rise mixed-use buildings will have access to nearby jobs and services. The intensifying residential community will provide an expanded market for commercial and cultural uses in Downtown Collingwood.

### Compatibility

- c) The Town shall encourage compatible development, redevelopment, and rehabilitation throughout the Downtown Core Designation by supporting development applications that conform to the policies of this Plan and are consistent with the associated Urban Design Manual and any applicable Master Plan, including a future Downtown Master Plan. Further, the Site Plan Control policies of this Plan shall apply to all development applications in the Downtown Core Designation.
- d) All development shall be adequately regulated by suitable provisions in the Zoning By-law to ensure that it is compatible with existing development in proximity. Where appropriate, historic streetscape patterns such as block lengths, building heights, setbacks, and separations will be maintained.

### Building Height

- e) In addition to the policies for Mid-Rise Buildings in this Plan, the height, massing, and layout of buildings within the Downtown Core Designation shall be oriented to a pedestrian scale. The following building height policies apply:
  - i. All development within the Downtown Core Designation shall incorporate a floor to ceiling height on the ground floor of 4.25 metres;
  - ii. The minimum building height shall be 2 storeys, or 10 metres, whichever is greater. The primary building facade facing Hurontario Street shall be required to reference the historic 2 or 3 storey building height on abutting properties that also front onto Hurontario Street, either through architectural detailing, or with a building step-back beyond the 3rd storey, to the satisfaction of the Town.
  - iii. The maximum building height shall be 6 storeys, or 20 metres, whichever is less, and shall be subject to the applicable policies of this Plan and the Urban Design Manual. Taller buildings may be considered for approval by the Town at strategic locations, including intersection sites along Hurontario Street and key entry points to the Downtown Core Designation.

### Pedestrian Environment

- f) The design of new buildings and the redevelopment or adaptive re-use of existing buildings shall enhance the quality of the pedestrian environment by including transparent frontages, the articulation of facades and the use of quality materials at the street level. Development in the Downtown Core Designation shall enhance the quality of the pedestrian environment by:
  - i. Requiring articulated façades using quality materials and with window displays or outdoor patios that contribute to a pedestrian friendly street environment and shall provide a high activity use at-grade, such as retail stores and restaurants; and,
  - ii. Incorporating wayfinding signage to direct residents and visitors to shops, services and attractions.
- g) An array of institutional, cultural, entertainment, and recreational uses, as well as community facilities are encouraged in the Downtown Core Designation. Where these uses and facilities are proposed for sites within the primary frontage along Hurontario Street, the development will be designed in a manner that minimizes the loss of street and sidewalk frontage for retail, service commercial, and restaurant purposes.

Further, all new development with frontage along Hurontario Street within the Downtown Core Designation shall have at least 50% of its ground floor Gross Floor Area dedicated to non-residential uses, with a preference for retail and service commercial uses and restaurants. Residential uses shall only be permitted above the ground floor and/or on the ground floor in the rear of the building.

### **Parks and Open Spaces**

- h) Urban parks shall be distributed throughout the Downtown Core Designation, and these facilities shall be linked together and connected with the broader Town-wide network of natural and open space areas. All developments within the Downtown Core Designation shall be required to provide park spaces on site, or cash-in-lieu of parkland. Public parkland shall be provided subject to the following:
  - i. Urban park facilities to be dedicated shall be subject to the Parkland Development Standards, prior to conveyance in a manner satisfactory to the Town;
  - ii. The Town may consider alternative park space securement mechanisms, including strata ownership, or privately owned, publicly accessible spaces that are subject to appropriate design, maintenance and access agreements; and/or,
  - iii. Where cash-in-lieu of parkland is accepted for development within the Downtown Core Designation, the Town shall allocate the funds generated for public parkland improvements within the Downtown Core Designation. The funds generated shall be used to provide additional public parkland or for the aesthetic and/or functional improvement of existing public parkland areas.
- i) Where practical, the Town may cooperate with private landowners and other public agencies to provide additional urban park facilities within the Downtown Core Designation.
- j) The development of urban park facilities that can be the focus of community festivals, events, and activities attractive to all segments of the community will be encouraged.

### **Parking/Transportation Management**

- k) The Town may implement parking management and/or transportation demand management strategies for land uses and development within the Downtown Core Designation to maximize intensification opportunities, minimize surface parking areas, and to encourage mixed-use and transit supportive development. In the consideration of any Zoning By-law Amendment proposing to establish any of the permitted uses, the following shall be addressed:
  - i. Adequate and appropriate access to the property from a public road; and,
  - ii. The provision of adequate and appropriate bicycle and vehicular parking and loading facilities. The Town shall encourage the use of underground and/or structured parking facilities.
- l) It is recognized that in the Downtown Core Designation, it may not be feasible or desirable for all new developments to provide for parking on site. As such, the provision of parking spaces shall be subject to the following considerations:
  - i. Private and public parking lots/facilities will be encouraged at locations convenient to Hurontario Street within the Downtown Core Designation;
  - ii. On-street parking is important to the economic vitality of the Downtown and will be maintained to the extent practical. The temporary use of on-street parking spaces for

pop-up uses or outdoor cafes or eating areas may be permitted subject to the policies and procedures that may be established by Council;

- iii. In reviewing development applications within the Downtown Core Designation, the Town will recognize the importance of the Downtown mixed-use context and will promote a comprehensive parking strategy that considers reduced parking standards for urban mixed-use developments, or other classes of development, based on an understanding of opportunities for shared parking, on-street parking and the availability of public parking facilities;
- iv. The Town may accept cash-in-lieu of parking as an alternative to providing any required parking. Where cash-in-lieu of parking is accepted, the funds generated shall be used to provide additional public parking or the aesthetic and/or functional improvement of existing public parking areas within the Downtown Core Designation; and,
- v. Where a development cannot provide off-street parking on its own site, the Town may permit the provision of the required parking spaces on an alternative site, provided that the alternative site is within convenient walking distance of the proposed development, and the developer enters into an agreement with the Town to ensure the continued availability of the alternative site as a parking area.

#### **Downtown Improvements**

- m) The Town supports the Collingwood Downtown BIA. The Town shall pursue the ongoing enhancement of the Downtown in co-operation with the BIA and other public and private interests and community groups, to enhance the efficiency, convenience, safety and appearance of the Downtown and the activities it accommodates. As such, the Town may pass By-laws designating and delineating a Community Improvement Project Area associated with the Downtown Core Designation, and may undertake Community Improvement Plans, in accordance with the policies of this Plan to improve public infrastructure and to stimulate private sector investment.

#### **5.3.1.4 Design Policies**

##### **Context**

- a) The Downtown Core Designation is focused along Hurontario Street where, generally, buildings are located close to the street line and to one another, resulting in a well-defined street wall. Commercial buildings are typically 2 storeys in height, with flat roofs. Many buildings have an historic character that create a distinct sense of place. It is the objective of these Urban Design Policies to shape a more pedestrian-oriented and well-defined Main Street throughout the Collingwood Downtown Designation.

##### **Existing Buildings of Commercial Character**

- b) Where residential uses are proposed in an existing building of commercial character, they shall only be permitted above the ground floor and on the ground floor in the rear of the building, provided that the street frontage is maintained for commercial uses. For the purposes of this policy, the commercial character of a building shall be determined by the Town.

### Existing Buildings of a Residential Character

- c) In an existing building of residential character, residential uses and/or commercial uses shall be permitted, provided the residential character of the building is maintained. For the purposes of this policy, the residential character of a building shall be determined by the Town.

### Cultural Heritage

- d) The Downtown Core Designation includes the Downtown Collingwood Heritage Conservation District, which is identified on **Schedule 2**. Existing listed and designated cultural heritage resources within the Downtown Core Designation are identified in **Appendix II**.
- e) Development proposed within Downtown Collingwood Heritage Conservation District shall be subject to the specific design criteria provided in the associated District Plan, in addition to the other design policies of this Plan and the Urban Design Manual. Where there is a conflict between the specific design criteria articulated in the Heritage Conservation District Study and any of the design policies of this Plan, the Urban Design Manual, or other applicable Master Plans or Strategies, the specific design criteria articulated in the Heritage Conservation District Study shall prevail.
- f) Regardless of whether any property is within the Heritage Conservation District, or adjacent to it, it is an objective of the Town to protect and enhance the historic architectural character found throughout the Downtown Core Designation, particularly focusing on the pedestrian scale and design of the buildings and streetscapes, and the arrangement of windows and treatments on the building facades.
- g) Heritage-related design policies for new development within the Downtown Core Designation include:
  - i. Buildings shall be oriented to frame the street edge and to create a strong street wall;
  - ii. Buildings shall front directly onto public streets and other public spaces, in order to clearly define the public realm and create an attractive and safe pedestrian environment;
  - iii. Buildings at corner locations shall be sited to address the intersection, with consideration given to both street frontages;
  - iv. Buildings shall align with the existing street wall. In the more residential areas of the Downtown Core Designation, buildings shall generally be aligned with the setbacks of their neighbours. For sites with ground floor commercial, consideration shall be given to zero setback;
  - v. Main building entrances shall face the street and shall be clearly defined with architectural details and easily identifiable within the facade composition. Publicly accessible front entrances for stores, offices, and institutional uses shall permit barrier-free access and universal accessibility, including both visual and physical accessibility;
  - vi. Ground floor facades shall be highly transparent, including transparent windows and entrance doors, to establish a strong visual connection between the street and the interior of active ground floor uses; and,
  - vii. Façade designs shall reference the articulation of neighbouring historic buildings, with respect to vertical and horizontal elements, including the rhythm and proportion

of its main architectural elements. Further, new buildings shall relate to the traditional building stock, either through a traditional style that reflects the character of the area, or a more contemporary style that sets them apart from and highlights heritage buildings through a defined contrast and juxtaposition. New building designs shall provide a clear distinction between 'new' and 'old'.

### **Visual Character**

- h) The Town shall require the visual improvement of character of all existing and future development within the Downtown Core Designation, including, but not limited to:
  - i. The coordination of signage, fascia's, lighting, landscaping, and general maintenance;
  - ii. The acquisition of centralized communal parking areas and the suitable landscaping and maintenance of such facilities;
  - iii. The effort of the Town to use small urban park spaces for amenities such as benches, planters, street lighting, street furniture, or public art; and,
  - iv. The implementation of specific design criteria in the Town's Urban Design Manual, and any applicable Master Plan or Strategy.

### **Parking and Access**

- i) Policies for parking and access within the Downtown Core Designation generally relate to the design and functionality of on- and off-street parking and access driveways. The objective is to provide suitable parking and driveway options while reducing traffic impacts and the negative visual impact of surface parking lots. The following design policies apply:
  - i. Surface parking lots shall not have direct frontage on Hurontario Street and access into parking facilities shall be from Local or Collector Roads and laneways, avoiding Hurontario Street, wherever possible. Access to parking areas shall be defined through clearly designated entrances and exits;
  - ii. Vehicular and bicycle parking facilities shall be designed and located to minimize its impact on the streetscape and public realm to ensure that sidewalks and building facades define the street edge. As such:
    - > Vehicular parking will not be permitted between the right of way and the building face or within front yard setback areas. Bicycle parking may be considered where an AODA compliant pedestrian zone can be maintained;
    - > Side yard parking may be considered where site constraints are significant, but is generally discouraged; and,
    - > Rear yard parking, or encouraging patrons to park in designated parking lots, is preferred;
  - iii. Parking lots shall be organized to minimize the number of potential pedestrian-vehicle movement conflicts. Where possible, parking areas shall be coordinated between multiple properties to maximize connectivity, improve traffic flow and increase the efficiency of parking;
  - iv. Parking lots shall be designed to enhance the feeling of safety through techniques such as maintaining clear sight lines for natural surveillance of the parking lot as well as minimizing dark, hidden or obscured areas. Parking lot design shall consider:



- > Planting strips and landscaped traffic islands, medians, or bump-outs shall also be provided within lots to break up the expanse of hard surface;
  - > Pedestrian-scaled lighting, walkways, landscaping, and signage to enhance pedestrian safety, movement and comfort through parking lots to the adjacent sidewalks; and,
  - > Pedestrian routes through parking areas shall be wide enough to accommodate accessible and comfortable travel and their walking surfaces shall be clearly differentiated from the parking areas with texture, material, colour changes or markings;
- v. Where existing parking areas are adjacent to the sidewalk, a landscaped area shall be located between parking spaces and the sidewalk. Landscaping shall provide clear sight lines at eye level; and,
- vi. Bicycle parking and racks shall be provided in locations that are close to building entrances but situated to avoid any conflicts for movement along pedestrian routes.

#### **5.3.1.5 Area Specific Policies**

- a) The Area Specific Policies of this Section of this Plan place additional restrictions on permitted uses, maximum floor area, and building height for the lands located north of Huron Street, east of Hurontario Street, and west of Heritage Drive.

##### **Area B: The Shipyards – between Launch Basin and Drydock**

- b) The permitted uses shall be in accordance with the Downtown Core permitted uses of and the policies contained herein. Department stores, large food supermarkets, or large floor plate retail uses shall not be permitted. The maximum gross floor area of any Retail Commercial shall generally be 465 square metres excepting one (1) retail unit may be developed to a maximum gross floor area of 1580 square metres.
- c) Given the site's unique location in a waterfront community, and its proximity to the Downtown Core, Mid-Rise Residential in accordance and associated accessory uses are permitted. Residential uses are considered a secondary use to a permitted commercial use. All residential uses, excepting accessory uses to a residential use shall be located above at-grade commercial uses.
- d) These lands shall include a public plaza as an extension of Hurontario Street into the Shipyards site and function as a tourist attraction to the waterfront, walkway, and trail systems and Downtown Core.
- e) Under all development scenarios, commercial uses shall be located, at grade, along the Huron Street frontage. Notwithstanding this policy, accessory residential uses may also be permitted to be located, at grade, along the Huron Street frontage such that the predominant use of the frontage is maintained for commercial use.
- f) A senior's residence, retirement home and/or nursing home, be it privately or publicly owned, may be permitted on those lands located east of Hurontario Street, West of Heritage Way and south of Side Launch Way. All residential uses, excepting accessory uses to a residential use, shall be located above at-grade commercial uses.
- g) Stand-alone residential uses shall not be permitted.

- h) Notwithstanding the above, those lands located on the north end of the site, shall only permit the development of a restaurant use and uses accessory to a permitted use. Any stand-alone restaurant use shall not exceed two (2) storeys in height excluding a mezzanine;
- i) The residential unit count shall be a maximum of 120 units and a minimum of 40 units.
- j) The building height shall not exceed six (6) storeys;
- k) A minimum of 3250 square metres of commercial gross floor area shall be constructed on these lands;
- l) Buildings shall be designed and constructed in accordance with “The Shipyards – Special Policy Area Architectural Design Guidelines”.
- m) The commercial units which front onto the Launch Basin shall generally have their front façade face the launch basin.

**Area C: The Shipyards – between Drydock and Heritage Drive**

- n) The permitted commercial and residential uses, south of Side Launch Way, may be constructed as stand-alone uses or in a mixed-use structure. Under all development scenarios, commercial uses shall be located, at grade, along the Huron Street frontage. Notwithstanding this policy, accessory residential uses may also be permitted to be located, at grade, along the Huron Street frontage such that the predominant use of the frontage is maintained for commercial use.
- o) The residential unit count for the lands south of Side Launch Way shall generally not exceed 130 units.
- p) The height of any building shall not exceed six (6) storeys.
- q) Commercial uses may be located, at grade, anywhere on the lands north of Side Launch Way. The maximum gross floor area of any single Retail Commercial Establishment use shall not exceed 500 square metres. The maximum gross floor area for all Retail Commercial Establishments combined shall not exceed 1,859 square metres.
- r) The residential unit count for the lands north of Side Launch Way shall be a maximum of 120 units and a minimum of 40 units.

**5.3.2 The Mixed-Use Corridor I Designation**

**5.3.2.1 Intent**

- a) It is the intent of this Plan to facilitate the ongoing evolution of the primary road corridors that serve the Town. The lands within the Mixed-Use Corridor I Designation are the connective spines of the Town and are envisioned to develop as mixed-use and transit supportive corridors, where the development of Mid- to High-Rise buildings that include opportunities for retail and service commercial uses, as well as a full range of residential, office, recreational, cultural, entertainment, and community uses and facilities. The lands within the Mixed-Use Corridor I Designation are intended to strengthen existing and future transit routes, and to be connected to the Active Transportation Network.

### 5.3.2.2 Permitted Built Form/Uses

- a) All permitted uses within the Mixed-Use Corridor I Designation shall be developed within Mid-Rise and High-Rise Buildings.
- b) Permitted uses on lands within the Mixed-Use Corridor I Designation, as identified on **Schedule 2**, may include:
  - i. Retail and service commercial uses;
  - ii. Restaurants;
  - iii. Artisan studios and maker spaces;
  - iv. Auto-focused uses such as automotive service centres and repair shops, and automobile dealerships.
  - v. Hotels, including ancillary uses;
  - vi. Convention/conference facilities;
  - vii. Private clubs;
  - viii. Office uses;
  - ix. Cultural, entertainment and recreational uses;
  - x. Public service facilities;
  - xi. Institutional uses, including secondary and elementary schools, post-secondary education facilities and places of worship;
  - xii. Day care facilities;
  - xiii. Residential Apartments, including special needs housing; and,
  - xiv. Commercial and/or accessory parking facilities at-grade and/or in structures.
- c) In addition to the identified list of permitted uses, uses accessory to any of the identified permitted uses may also be permitted within the Mixed-Use Corridor I Designation.
- d) Where residential uses in a Low-Rise Building exist within the Mixed-Use Corridor I Designation, additional residential units, home occupations and bed and breakfast establishments are also permitted within any Low-Rise Building.
- e) Permitted office uses shall generally not exceed 4,000 square metres of Gross Floor Area per building.
- f) The following uses are specifically prohibited within the Mixed-Use Corridor I Designation:
  - i. Low-Rise Residential Buildings, including single detached, semi-detached and townhouse dwellings;
  - ii. Adult entertainment establishments;
  - iii. Any retail outlets for the sale of alcoholic beverages - not including restaurants or facilities where alcoholic beverages are made, or partially made, sold and consumed within one building; and,
  - iv. Financial institutions.

- g) The list of permitted uses, and/or specifically prohibited uses may be further refined in the Zoning By-law to ensure that new development is appropriate in the context of the adjacent and surrounding community in terms of the size, type, and/or phasing of uses.

### **5.3.2.3 General Development Policies**

#### **Comprehensive Planning/Secondary Plans**

- a) Buildings and sites throughout the Mixed-Use Corridor I Designation may develop as individual sites or as comprehensively planned centres, consisting of individual buildings or multi-unit buildings. Comprehensive planning will promote a unified approach to common issues such as urban design, traffic impact, and access and stormwater management. In particular, larger sites in the Mixed-Use Corridor I Designation have potential to intensify with a broader mix of uses around existing shopping centres and large floor plate retail stores. Larger sites may be required to prepare a Secondary Plan as identified in this Plan to support applications for rezoning, to the satisfaction of the Town.

#### **Compatibility**

- b) The Town shall encourage compatible development, redevelopment and rehabilitation throughout the Mixed-Use Corridor I Designation by supporting development applications that conform to the policies of this Plan, the Zoning By-law, and are consistent with the associated Urban Design Manual, and any other applicable Master Plan or Strategy. Further, the Site Plan Control policies of this Plan shall apply to all development applications in the Mixed-use Corridor I Designation.
- c) Where a property within the Mixed-Use Corridor I Designation abuts the Existing Neighbourhood Designation, appropriate mechanisms shall be established in the Zoning By-law, or in a Site Specific Zoning By-law Amendment to ensure compatibility, sensitive integration and an appropriate transition to those abutting properties. Mechanisms may include a reduction in the permitted building height, the implementation of enhanced building setbacks, the requirement for landscape planting strips, the imposition of a building step back, and/or the imposition of an angular plane.

#### **Building Height**

- d) In addition to the policies for Mid-Rise and High-Rise Buildings in this Plan, the following building height policies apply within the Mixed-Use Corridor I Designation:
  - i. All development shall incorporate a minimum floor to ceiling height of the ground floor of 4.25 metres; and,
  - ii. The minimum building height shall be 3 storeys, or 10.5 metres, whichever is greater.

#### **Mix of Uses**

- e) Stand-alone, non-residential buildings are permitted within the Mixed-Use Corridor I Designation. Stand-alone residential buildings are prohibited. Where residential development is proposed, it is a requirement of this Plan that all buildings include a minimum of 75 percent of the at-grade Gross Floor Area for active, non-residential land uses, to the satisfaction of the Town.

### 5.3.2.4 Design Policies

#### Context

- a) The Mixed-Use Corridor I Designation is focused along Arterial Roads and Collector Roads in Collingwood and are expected to be a focus for residential intensification. Development within the Mixed-Use Corridor I Designation is intended to be transit supportive, as well as to incorporate the Active Transportation Network.

#### Parking, Loading and Garbage Facilities

- b) Adequate parking, loading and garbage collection/storage facilities for all permitted land uses shall be provided on-site. Where any parking, loading and/or garbage facility is located between a building(s) within the Mixed-Use Corridor I Designation and any Existing Residential Neighbourhood Designation, any undue, adverse impacts created by those facilities on adjacent properties shall be appropriately mitigated to the satisfaction of the Town.
- c) Loading and garbage facilities shall not be located between the building(s) and any Arterial Road or Collector Road right-of-way. Parking facilities are discouraged between the building(s) and any Arterial Road or Collector Road right-of-way. Where parking is located between the building(s) and any Arterial Road or Collector Road right-of-way, adequate landscape treatments shall be provided to enhance the visual appearance of the development and to improve pedestrian comfort and safety, to the satisfaction of the Town.
- d) For all parking facilities within the Mixed-Use Corridor I Designation, the following design policies apply:
  - i. Access to parking areas shall be defined through clearly designated entrances and exits;
  - ii. Parking lots shall be organized to minimize the number of potential pedestrian-vehicle movement conflicts. Where possible, parking areas shall be coordinated between multiple properties to maximize connectivity, improve traffic flow and increase the efficiency of parking;
  - iii. Parking lots shall be designed to enhance the feeling of safety through techniques such as maintaining clear sight lines for natural surveillance of the parking lot as well as minimizing dark, hidden or obscured areas. Parking lot design shall consider:
    - > Planting strips and landscaped traffic islands, medians, or bump-outs shall also be provided within lots to break up the expanse of hard surface;
    - > Pedestrian-scaled lighting, walkways, landscaping, and signage to enhance pedestrian safety, movement and comfort through parking lots to the adjacent sidewalks;
    - > Pedestrian routes through parking areas shall be wide enough to accommodate accessible and comfortable travel and their walking surfaces shall be clearly differentiated from the parking areas with texture, material, colour changes or markings; and,
  - iv. Bicycle parking and racks shall be provided in accordance with the requirements of the Zoning By-law. Bicycle parking shall be provided in locations that are close to building entrances, but situated to avoid any conflicts for movement along pedestrian routes.

### 5.3.3 The Mixed-Use Corridor II Designation

#### 5.3.3.1 Intent

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

#### 5.3.3.2 Permitted Built Form/Uses

- a) All permitted uses within the Mixed-Use Corridor II Designation shall be developed within Low-Rise and Mid-Rise Buildings.
- b) Permitted uses on lands within the Mixed-Use Corridor II Designation, as identified on **Schedule 2**, may include:
  - i. Retail and service commercial uses;
  - ii. Restaurants;
  - iii. Artisan studios and maker spaces;
  - iv. Hotels, including ancillary uses;
  - v. Office uses;
  - vi. Cultural, entertainment and recreational uses;
  - vii. Public service facilities;
  - viii. Institutional uses, including secondary and elementary schools, post-secondary education facilities and places of worship;
  - ix. Day care facilities;
  - x. Residential Apartments and Townhouses;
  - xi. Live-Work Units; and,
  - xii. Commercial and/or accessory parking facilities at-grade and/or in structures.
- c) In addition to the identified list of permitted uses, uses accessory to any of the identified permitted uses may also be permitted within the Mixed-Use Corridor II Designation.
- d) Additional residential units, home occupations and bed and breakfast establishments are also permitted within any Low-Rise Residential Building.
- e) The following uses are specifically prohibited within the Mixed-Use Corridor II Designation:
  - i. Adult entertainment establishments;
  - ii. Any retail outlets for the sale of alcoholic beverages - not including restaurants or facilities where alcoholic beverages are made, or partially made, sold and consumed within one building; and,
  - iii. Financial institutions.
- f) The list of permitted uses, and/or specifically prohibited uses may be further refined in the Zoning By-law to ensure that new development is appropriate in the context of the adjacent and surrounding community in terms of the size, type, and/or phasing of uses.

### 5.3.3.3 General Development Policies

#### Comprehensive Planning/Secondary Plans

- a) Buildings and sites throughout the Mixed-Use Corridor II Designation may develop as individual sites or as comprehensively planned centres, consisting of individual buildings or multi-unit buildings. Comprehensive planning will promote a unified approach to common issues such as urban design, traffic impact and access and stormwater management. In particular, larger sites in the Mixed-Use Corridor II Designation have potential to intensify with a broader mix of uses around existing plazas, or other land extensive uses. Larger sites may be required to prepare a Secondary Plan as identified in this Plan to support applications for rezoning, to the satisfaction of the Town.

#### Compatibility

- b) The Town shall encourage compatible development, redevelopment and rehabilitation throughout the Mixed-Use Corridor II Designation by supporting development applications that conform to the policies of this Plan, the regulations of the Zoning By-law and the associated Urban Design Manual and any applicable Master Plan or Strategy. Further, the Site Plan Control policies of this Plan shall apply to all development applications in the Mixed-Use Corridor I Designation.
- c) Where a property within the Mixed-Use Corridor II Designation abuts the Existing Residential Neighbourhood Designation, appropriate mechanisms shall be established in the Zoning By-law, or in a Site Specific Zoning By-law Amendment to ensure compatibility, sensitive integration and an appropriate transition to those abutting properties. Mechanisms may include a reduction in the permitted building height, the implementation of enhanced building setbacks, the requirement for landscape planting strips, the imposition of a building step back and/or the imposition of an angular plane.

#### Mix of Uses

- d) Permitted office and residential uses may be in stand-alone buildings, or in upper storeys of a mixed-use building. They may be located on individual sites, or form part of a larger, comprehensively planned site.
- e) Permitted townhouse dwellings or Live-Work Units that are identified as a Low-Rise Building may be permitted only where the lot depth between the street right-of-way and any abutting existing development is 35 metres or less.
- f) Permitted retail and service commercial uses, restaurants and office uses are permitted in stand-alone buildings, or a part of a mixed-use building and shall be moderately scaled at less than 2,000 square metres of Gross Floor Area per use.

### 5.3.3.4 Design Policies

#### Context

- a) The Mixed-Use Corridor II Designation is expected to be a focus for residential intensification and modest mixed-use development. Development within the Mixed-Use Corridor II Designation is intended to be transit supportive, as well as to incorporate the Active Transportation Network.

#### Parking, Loading and Garbage Facilities

- b) Adequate parking, loading and garbage collection/storage facilities for all permitted land uses shall be provided on-site.



- c) Individual driveway access to adjacent roads shall be limited. The Town will encourage shared access opportunities for all forms of development within the Mixed-use Corridor II Designation.
- d) Where any parking, loading and/or garbage facility is located between a building(s) within the Mixed-Use Corridor II Designation and any Existing Residential Neighbourhood Designation, any undue, adverse impacts created by those facilities on adjacent properties, shall be appropriately mitigated to the satisfaction of the Town.
- e) Loading and garbage facilities shall not be located between the building(s) and/or a Collector Road right-of-way.
- f) Parking facilities are discouraged between the building(s) and any Collector Road right-of-way. Where parking is located between the building(s) and any Collector Road right-of-way, adequate landscape treatments shall be provided to enhance the visual appearance of the development and to improve pedestrian comfort and safety, to the satisfaction of the Town.
- g) For all parking facilities within the Mixed-Use Corridor II Designation, the following design policies apply:
  - i. Access to parking areas shall be defined through clearly designated entrances and exits;
  - ii. Parking lots shall be organized to minimize the number of potential pedestrian-vehicle movement conflicts. Where possible, parking areas shall be coordinated between multiple properties to maximize connectivity, improve traffic flow and increase the efficiency of parking;
  - iii. Parking lots shall be designed to enhance the feeling of safety through techniques such as maintaining clear sight lines for natural surveillance of the parking lot as well as minimizing dark, hidden or obscured areas. Parking lot design shall consider:
    - > Planting strips and landscaped traffic islands, medians, or bump-outs shall also be provided within lots to break up the expanse of hard surface;
    - > Pedestrian-scaled lighting, walkways, landscaping, and signage to enhance pedestrian safety, movement and comfort through parking lots to the adjacent sidewalks;
    - > Pedestrian routes through parking areas shall be wide enough to accommodate comfortable travel and their walking surfaces shall be clearly differentiated from the parking areas with texture, material, colour changes or markings; and,
  - iv. Bicycle parking and racks shall be provided in accordance with the requirements of the Zoning By-law. Bicycle parking shall be provided in locations that are close to building entrances, but situated to avoid any conflicts for movement along pedestrian routes.

### **5.3.3.5 Area Specific Policies**

#### **Area D: Highway 26**

- a) Despite any policies of this Official Plan to the contrary, within the area identified on **Schedule 7** Area D, one (1) motor vehicle gas station and one (1) accessory convenience

store of a maximum gross leasable area of 230 square metres shall be the only permitted uses. These uses may be serviced by a private communal sewage disposal system.

- b) Despite any policies of the Official Plan to the contrary, a holding by-law shall be placed on the lands until:
  - 1. the adequacy of the existing sanitary sewage system has been determined, and
  - 2. the owner enters into a site plan agreement.

**Area E: 11555 Highway 26 West, Greentree Nursery**

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

**5.3.4 The Regional Commercial District Designation**

**5.3.4.1 Intent**

- a) It is the intent of this Plan that the Regional Commercial District Designation will be distinguished by providing a contiguous planned mixed-use precinct that functions as a single integrated location that incorporates larger regionally oriented commercial establishments. The Regional Commercial District will provide a wide range of retail, entertainment, and service commercial facilities that cater to the permanent and seasonal residents within the Town and the surrounding regional area. It is also the intent of this Plan that the area further evolves as a mixed-use centre that includes residential uses.

**5.3.4.2 Permitted Built Form/Uses**

- a) All permitted uses within Regional Commercial District Designation shall be developed within Mid-Rise and High-Rise Buildings.
- b) Permitted uses on lands within the Regional Commercial District Designation, as identified on **Schedule 2**, may include:
  - i. Retail and service commercial uses;
  - ii. Restaurants;
  - iii. Hotels, including ancillary uses;
  - iv. Convention/conference facilities;
  - v. Office uses;
  - vi. Entertainment and recreational uses;
  - vii. Day care facilities;
  - viii. Residential Apartments, including special needs housing; and,
  - ix. Commercial and/or accessory parking facilities at-grade and/or in structures.
- c) In addition to the identified list of permitted uses, uses accessory to any of the identified permitted uses may also be permitted within the Regional Commercial District Designation.

- d) The following uses are specifically prohibited within the Regional Commercial District Designation:
  - i. Adult entertainment establishments;
  - ii. Financial institutions; and,
  - ii. Any retail outlets for the sale of alcoholic beverages - not including restaurants or facilities where alcoholic beverages are made, or partially made, sold, and consumed within one building.
- e) The list of permitted uses, and/or specifically prohibited uses may be further refined in the Zoning By-law to ensure that new development is appropriate in the context of the adjacent and surrounding community in terms of the size, type, and/or phasing of uses.

### **5.3.4.3 General Development Policies**

#### **Comprehensive Planning/Secondary Plans**

- a) New development in this Regional Commercial District Designation will be planned in a comprehensive manner that will foster an improved appearance, character and organization of uses, and which will enhance Collingwood's role as the commercial centre in northwest Simcoe and northeast Grey Counties. This will be achieved by a unified approach to common issues such as urban design, traffic impact, stormwater management, and area specific restrictions on permitted uses. Larger sites may be required to prepare a Secondary Plan as identified in this Plan to support applications for rezoning, to the satisfaction of the Town.

#### **Compatibility**

- b) The Town shall encourage compatible development, redevelopment and rehabilitation throughout the Regional Commercial District Designation by supporting development applications that conform to the policies of this Plan and the Zoning By-law and are consistent with the associated Urban Design Manual attached to this Plan as Appendix I and any applicable Master Plan or Strategy adopted by Council. Further, the Site Plan Control policies of this Plan shall apply to all development applications in the Regional Commercial District Designation.
- c) Where a property within the Regional Commercial District Designation abuts the Existing Residential Neighbourhood Designation, appropriate mechanisms shall be established in the Zoning By-law, or in a Site Specific Zoning By-law Amendment to ensure compatibility, sensitive integration and an appropriate transition to those abutting properties. Mechanisms may include a reduction in the permitted building height, the implementation of enhanced building setbacks, the requirement for landscape planting strips, the imposition of a building step back and/or the imposition of an angular plane.

#### **Minimum Retail Unit Sizes**

- d) In order to better maintain the planned function of the Downtown Core, and to differentiate between uses in the Downtown Core and the Regional Commercial District, the Town shall implement minimum unit sizes for retail commercial establishments in the Regional Commercial District Designation within the Zoning By-law. A market feasibility study may be required prior to the establishment of new commercial uses.

### **Building Height**

- e) In addition to the policies for Mid-Rise and High-Rise Buildings in this Plan, the following building height policies apply within the Regional Commercial District Designation:
  - i. All development shall incorporate a minimum floor to ceiling height of the ground floor of 4.25 metres; and,
  - ii. The minimum building height shall be 2 storeys, or 8.0 metres, whichever is greater.

### **Mix of Uses**

- f) Stand-alone, non-residential buildings are permitted within the Regional Commercial District Designation. Stand-alone residential buildings are prohibited within the Regional Commercial District Designation. Where residential units are proposed as part of a mixed-use building:
  - i. it is a requirement of this Plan that the proposed mixed-use building include a minimum of 75 percent of the at-grade Gross Floor Area for active, non-residential land uses, to the satisfaction of the Town; and,
  - ii. The Town shall be satisfied that there is a reasonable level of urban amenity on-site and in proximity of the proposed mixed-use building to ensure an appropriate residential context. Urban amenity may include outdoor amenity space and/or public parkland available for the use of residents.
- g) The Town shall encourage the use of underground and/or structured parking facilities for all Mid-Rise and High-Rise Buildings within the Regional Commercial District Designation.

### **Traffic Management**

- h) Prior to major new development in the Regional Commercial District Designation, a comprehensive approach to traffic management is required to address concerns related to increased vehicular movement in this area. Any traffic calming measures or design features will be subject to review and approval from the Town.

### **Stormwater Management**

- i) A Master Stormwater Management Plan must be prepared and approved by the Town in consultation with any agency having jurisdiction prior to development of the lands within the Regional Commercial District designation. The Plan shall manage stormwater in a way which meets the Town's flood control objectives and maintains and enhances water quality and environmental health along Black Ash Creek and into Collingwood Harbour.
- j) Prior to the approval of individual site plans for properties within the Regional Commercial District Designation, the applicant must file a Stormwater Management Report indicating how the overall Stormwater Management Plan and the following policies will be implemented.
  - i. The Stormwater Management Report shall be submitted to and approved by the Town, in consultation with the Conservation Authority;
  - ii. A buffer of at least 30 metres in width is required along each side of the Black Ash Creek except where existing development precludes such a width, in which case the buffer may be of a lesser width. Measurement of the minimum 30 metre buffer shall commence from that point within either the existing channel or the re-engineered

channel denoting the outer limit of the flow resultant of the two-year rainfall event; and,

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

#### **5.3.4.4 Design Policies**

##### **General**

- a) Development within the Regional Commercial District Designation is intended to be transit supportive, as well as to incorporate the Active Transportation Network.
- b) New development and redevelopment in the Regional Commercial District Designation shall ensure that during site plan control for any expansion or new development, theme concepts in façade treatment, signage, lighting, and landscaping are incorporated into the design. Further, landscaped areas shall be incorporated into site design to assist in the screening of parking areas, loading and waste disposal areas and to create an attractive streetscape.

##### **Parking, Loading and Garbage Facilities**

- c) Adequate parking, loading and garbage collection/storage facilities for all permitted land uses shall be provided on-site.
- d) Individual driveway access to adjacent roads shall be limited. The Town will encourage shared access opportunities for all forms of development within the Regional Commercial District Designation.
- e) Where any parking, loading and/or garbage facility is located between a building(s) within the Regional Commercial District Designation and any Existing Residential Neighbourhood Designation, any undue, adverse impacts created by those facilities on adjacent properties, shall be appropriately mitigated to the satisfaction of the Town.
- f) Loading and garbage facilities shall not be located between the building(s) and/or a public road right-of-way.
- g) Parking facilities are discouraged between the building(s) and any public road right-of-way. Where parking is located between the building(s) and any public road right-of-way, adequate landscape treatments shall be provided to enhance the visual appearance of the development and to improve pedestrian comfort and safety, to the satisfaction of the Town.
- h) For all parking facilities within the Regional Commercial District Designation, the following design policies apply:
  - i. Access to parking areas shall be defined through clearly designated entrances and exits;
  - ii. Parking lots shall be organized to minimize the number of potential pedestrian-vehicle movement conflicts. Where possible, parking areas shall be coordinated between multiple properties to maximize connectivity, improve traffic flow and increase the efficiency of parking;

- iii. Parking lots shall be designed to enhance the feeling of safety through techniques such as maintaining clear sight lines for natural surveillance of the parking lot as well as minimizing dark, hidden or obscured areas. Parking lot design shall consider:
  - > Planting strips and landscaped traffic islands, medians, or bump-outs shall also be provided within lots to break up the expanse of hard surface;
  - > Pedestrian-scaled lighting, walkways, landscaping, and signage to enhance pedestrian safety, movement and comfort through parking lots to the adjacent sidewalks;
  - > Pedestrian routes through parking areas shall be wide enough to accommodate accessible and comfortable travel and their walking surfaces shall be clearly differentiated from the parking areas with texture, material, colour changes or markings; and,
- iv. Bicycle parking and racks shall be provided in accordance with the requirements of the Zoning By-law. Bicycle parking shall be provided in locations that are close to building entrances, but situated to avoid any conflicts for movement along pedestrian routes.

#### **5.3.4.5 Area Specific Policies**

- a) The Area Specific Policies of this Section of this Plan place additional restrictions on permitted uses, by placing restrictions on the maximum floor area for specific areas, and by placing constraints on the floor areas of individual retail establishments within specific areas. Accordingly, the Regional Commercial District Designation includes the following sub-areas:
  - i. Area F - Lands north of First Street Extension;
  - ii. Area G - Lands immediately south of First Street, west of High Street;
  - iii. Area H - South Expansion Lands; and,
  - iv. Area I - Third Street Extension.

#### **Area F: North of First Street Extension**

- b) Notwithstanding the permitted uses identified within the Regional Commercial District Designation, within Area A permitted retail and service commercial uses shall include one food supermarket, one department store, one home and auto supply store, other retail stores, motor vehicle gas station, restaurants, places of entertainment, and service commercial establishments. One deposit-taking institution shall also be permitted.
- c) The Zoning Bylaw to permit development in this Sub-Area shall specify maximum unit sizes for the food supermarket, department store, deposit-taking institution, and home and auto supply store. The deposit-taking institution shall have a maximum gross leasable area of 70 square metres. The minimum gross leasable area of permitted retail units shall be as follows:
  - i. Units shall have a minimum gross leasable area of 370 square metres; except that,
  - ii. A maximum of one retail unit with a minimum gross leasable area of greater than or equal to 280 square metres and less than 370 square metres shall be permitted on a pro rata basis for each 1.45 hectares of land in the Regional Commercial District Designation; and,

- iii. the minimum gross leasable area requirement shall not apply to the other retail stores within the existing enclosed shopping centre and Building Pad “J” as depicted on the Registered Site Plan.
- d) All of the other permitted land uses and associated policies included within this Section of this Plan shall be applicable to lands within the Regional Commercial District Designation that are delineated as Area A - North of First Street Extension.

**Area G: Immediately south of First Street and west of High Street**

- e) Notwithstanding the permitted uses identified within the Regional Commercial District Designation, within Area B permitted retail and service commercial uses are restricted to one department store that may sell food products including fresh produce and meat, one food supermarket, retail commercial establishments, one hotel/motel, restaurants, and service commercial establishments.
- f) Motor vehicle gas station, financial institution, deposit-taking institution and other office uses shall be prohibited.
- g) The Zoning Bylaw to permit development in this area shall specify maximum unit sizes for the food supermarket and the department store. Retail uses shall have a minimum gross leasable area of 370 square metres. Despite said minimum gross leasable area provision, on the property municipally known as 4 High Street, a maximum of two retail uses may be established with a minimum gross leasable area of 140 square metres.
- h) All of the other permitted land uses and associated policies included within this Section of this Plan shall be applicable to lands within the Regional Commercial District Designation that are delineated as Area B: Immediately south of First Street and west of High Street.

**Area H: South Expansion Lands**

- i) Notwithstanding the permitted uses identified within the Regional Commercial District Designation, within Area C permitted uses include retail commercial establishments, one home centre, home improvement stores, restaurants, and service commercial establishments. The minimum gross leasable area of permitted retail units shall be as follows:
  - i. Units shall have a minimum gross leasable area of 370 square metres; except that,
  - ii. A maximum of one retail unit with a minimum gross leasable area of greater than or equal to 280 square metres and less than 370 square metres shall be permitted on a pro rata basis for each 1.45 hectares of land designated within the Area C, and within the Regional Commercial District Designation.
- j) Prohibited uses include department store, home and auto supply store, warehouse membership club, food supermarket, motor vehicle gas station, financial institution, deposit-taking institution and other office uses. Smaller retailers may be permitted subject to specific conditions.
- k) The development of Area C will be phased and the first phase will include the extension of Cambridge Street to the southern property boundary. Specific conditions on the size, type, and phasing of retail establishments may be imposed through the Zoning By-law.
- l) An Amendment to this Plan will be required in order to change the use of the existing Home Centre. The Amendment application shall be supported by a Market Impact Study.



- m) All of the other permitted land uses and associated policies included within this Section of this Plan shall be applicable to lands within the Regional Commercial District Designation that are delineated as Area C: South Expansion Lands.

**Area I: Third Street Extension**

- n) Notwithstanding the permitted uses identified within the Regional Commercial District Designation, within Area D permitted uses include retail commercial establishments, home improvement stores, restaurants, and service commercial establishments. Government offices shall be permitted. Smaller retailers may be permitted subject to specific conditions. The minimum gross leasable area of permitted retail units shall be as follows:
  - i. Units shall have a minimum gross leasable area of 370 square metres; except that,
  - ii. A maximum of one retail unit with a minimum gross leasable area of greater than or equal to 280 square metres and less than 370 square metres shall be permitted on a pro rata basis for each 1.45 hectares of land designated within the Area D, and within the Regional Commercial District Designation.
- o) Prohibited uses include department store, home and auto supply store, warehouse membership club, food supermarket, motor vehicle gas station, financial institution, deposit-taking institution and other office uses.
- p) The development of Area D will be phased and the first phase will include the extension of Third Street West to meet Cambridge Street. It is anticipated that the first phase of development will take place after the initial phase of Area C.
- q) Specific conditions on the size, type, and phasing of retail establishments may be imposed through the Zoning By-law. Area D shall not be zoned in a commercial category until Council has considered and approved studies prepared and submitted in accordance with the policies of this Plan.
- r) All of the other permitted land uses and associated policies included within this Section of this Plan shall be applicable to lands within the Regional Commercial District Designation that are delineated as Area D: Third Street Extension.

## **5.4 Employment Areas**

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- a) Employment Areas in Collingwood are expected to accommodate primarily employment land employment opportunities with a clear focus on heavy and light industrial uses and office uses. Employment Areas in Collingwood are intended to:
  - i. Promote the continued development of Collingwood as the employment, trade, social, cultural and institutional centre for the Georgian Triangle;
  - ii. Encourage the diversification and expansion of the municipality's existing employment base;
  - iii. Retain and promote the growth of existing businesses and industry;
  - iv. Provide an adequate supply of suitably located and serviced areas to accommodate the various classes of employment land employment to meet the projected long-term needs of the community;

- v. Preserve the industrial integrity of the Town's Employment Areas by mitigating conflicts with adjacent residential areas; and,
  - vi. Foster high quality business parks and industrial areas with aesthetically-pleasing settings for a range of employment generating operations.
- b) Within the Employment Areas identified on **Schedule 1**: Growth Management, there are three land use designations identified on **Schedule 2**: Land Use Plan, including:
- i. Prestige Employment;
  - ii. General Employment; and,
  - iii. Waste Disposal Industrial.
- c) The development of Employment Areas shall provide opportunities for a diversified economic base. A range and choice of suitable sites for employment uses will be made available to support a wide variety of economic activities and ancillary uses. Intensified development in existing and new Employment Areas will be encouraged.
- d) All employment generating land uses permitted by this Plan shall meet the guidelines and requirements of the Province, the County of Simcoe and the Town with respect to development compatibility, distance separation and emission abatement/mitigation.
- e) Any conversion of lands identified as Employment Area on **Schedule 1** to non-employment uses may be permitted only through a Municipal Comprehensive Review and/or in accordance with the Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe.

#### **5.4.1 The Prestige Employment Designation**

##### **5.4.1.1 Intent**

- a) The Prestige Employment Designation identified on **Schedule 2** generally applies to lands having prime exposure along Highway 26, Arterial or Collector Roads. It is intended that development within the Prestige Employment Designation will exhibit a high standard of building design and landscaping.

##### **5.4.1.2 Permitted Uses**

- a) Permitted uses within the Prestige Employment Designation, as identified on **Schedule 2**, may include:
- i. Manufacturing, processing, assembly operations and research and development facilities in wholly enclosed buildings;
  - ii. Warehousing, mini storage warehousing, and distribution centres;
  - iii. Office uses; and,
  - iv. Assembly Halls.
- b) The Prestige Employment Designation may also permit other uses that specifically support the Prestige Employment uses, including the limited sales of products manufactured, processed or assembled on the premises, as well as parking facilities at-grade and/or in structures.

- c) Ancillary uses that specifically support the Prestige Employment uses such as hotels, banquet facilities, convention centres, recreation facilities, restaurants, personal service establishments, automobile service centres and repair shops, and convenience retail uses may be permitted. Ancillary uses shall be located in accordance with the following criteria:
  - i. The site has frontage onto an Arterial or Collector Road; and,
  - ii. The ancillary use will not compromise the ability of nearby Employment Area uses to operate.
- d) Permitted office uses shall not exceed 4,000 square metres of Gross Floor Area in any building.
- e) Existing mini-storage warehouses permitted prior to the adoption of this Plan may expand on their existing lots of record.
- f) The following uses are specifically prohibited from the Prestige Employment Designation:
  - i. Residential uses;
  - ii. Major retail uses and major institutional uses;
  - iii. Outdoor storage and/or display of any equipment, items or goods, where visible from Highway 26 or any Arterial or Collector Road;
  - iv. New mini-storage uses that do not represent expansions to existing facilities;
  - v. Any use that is considered noxious due to materials used or produced, or methods or processes employed, that emit pollution from noise, vibration, odours, smoke, dust or any other forms of pollution;
  - vi. Any retail outlets for the sale of alcoholic beverages - not including restaurants or facilities where alcoholic beverages are made, or partially made, sold and consumed within one building; and,
  - vii. Financial institutions.
- g) The list of permitted uses, and/or specifically prohibited uses may be further refined in the Zoning By-law to ensure that new development is appropriate in the context of the adjacent and surrounding community in terms of the size, type, and/or phasing of uses.

### **5.4.1.3 General Development Policies**

#### **Compatibility**

- a) All permitted development within the Prestige Employment Designation identified on **Schedule 2** shall be conducted in a manner that adequately mitigates pollution from noise, vibration, odours, smoke, dust or any other forms of pollution, and shall be in compliance with all applicable municipal and Provincial policies, standards and guidelines. Where deemed necessary, studies in support of a development application may be required to assess potential impacts from the proposed use, and shall demonstrate the adequacy of the proposed mitigative measures. Such studies shall be prepared by a qualified professional, to the satisfaction of the Town.
- b) The Town shall encourage compatible development, redevelopment, and rehabilitation throughout the Prestige Employment Designation by supporting development applications that conform to the policies of this Plan, the regulations of the Zoning By-law, any applicable

Master Plan or Strategy and the associated Urban Design Manual. Further, the Site Plan Control policies of this Plan shall apply to all development applications in the Prestige Employment Designation.

- c) Where a property within the Prestige Employment Designation abuts the Existing Neighbourhood Designation, or any property that accommodates, or is planned to accommodate a sensitive land use, appropriate mechanisms shall be established in the Zoning By-law, or in a Site Specific Zoning By-law Amendment to ensure compatibility, sensitive integration and an appropriate transition to those abutting properties. Mechanisms may include a reduction in the permitted building height, the implementation of enhanced building setbacks, the requirement for landscape planting strips, the imposition of a building step back and/or the imposition of an angular plane.

### **Urban Design**

- d) Development within the Prestige Employment Designation shall exhibit high-quality design features including built form, architectural detail, landscaping and signage. Where adjacent to Highway 26 or an Arterial or Collector Road, buildings shall be designed to face the Highway and/or Road. The uses permitted shall be encouraged to develop in a campus-design format consisting of one or more individual buildings or multiple tenancy buildings having shared parking, loading and access facilities.

### **Building Height**

- e) In addition to the policies for Low- and Mid- Rise Buildings in this Plan, the following building height policies apply within the Prestige Employment Designation:
  - i. The maximum building height shall be 4 storeys, or 20 metres, whichever is less, subject to ensuring compatibility and appropriate transitions to adjacent land uses and built forms.

### **Comprehensive Planning/Secondary Plans**

- f) Buildings and sites throughout the Prestige Employment Designation may develop as comprehensively planned centres, consisting of individual buildings or multi-unit buildings. Comprehensive planning will promote a unified approach to common issues such as urban design, traffic impact and access and stormwater management. Where multiple abutting or adjacent properties are included within an application for development, the Town may request that a Secondary Plan be prepared.

### **Parking, Loading and Garbage Facilities**

- g) Adequate parking, loading and garbage collection/storage facilities shall be provided on-site and shall be screened from view. These required facilities, except for a limited amount of adjacent visitor parking, generally shall not be located between buildings and Highway 26, Arterial Roads or Collector Roads. Shared access and parking among various properties is encouraged.

### **Designation of New Prestige Employment Areas**

- h) The designation of new areas for Prestige Employment development shall proceed by way of an Official Plan Amendment and will be assessed on the basis of a review of the following criteria;
  - i. Sites shall be located on Arterial Roads or Collector Roads;

- ii. Sites shall be located on the periphery of the General Employment Designation and adjacent to, or surrounded by, non-industrial areas; and,
- iii. Sites shall be provided with full municipal service infrastructure and shall be of sufficient size to accommodate multiple permitted land uses and structures.

#### **5.4.1.4 Area Specific Policies**

##### **Area J: Highway 26**

- a) Area Specific Policy J includes a number of quasi-commercial uses on sites adjacent to Highway 26. The uses permitted in the underlying Prestige Employment Designation continue to be permitted in addition to the uses identified in this Area Specific Policy.
- b) Additional permitted uses include motor vehicle dealerships, recreation vehicle sales and services, furniture stores, home improvement stores, garden supply outlets, light equipment sales and rentals, and places of entertainment.
- c) All of the permitted uses and policies for the Prestige Employment Designation shall continue to apply to Area Specific Policy J.

##### **Area K: 6th Line Business Park**

- d) On the lands identified as Area Specific Policy Area H, a maximum of one motor vehicle repair garage and one motor vehicle sales establishment shall be permitted. Concealed outside storage is permitted. Storage that is for outside display and sale of motor vehicles may be unconcealed.
- e) All of the permitted uses and policies for the Prestige Employment Designation shall continue to apply to Area Specific Policy Area K.

#### **5.4.2 The General Employment Designation**

##### **5.4.2.1 Intent**

- a) Lands designated General Employment are intended to accommodate employment land uses that are more industrial in nature and remain a crucial component of the Town's economy.

##### **5.4.2.2 Permitted Uses**

- a) Permitted uses within the General Employment Designation, as identified on **Schedule 2** include:
  - i. Industrial uses, including municipal works yards and recycling operations;
  - ii. Major municipal infrastructure facilities;
  - iii. Manufacturing, processing and assembly operations, and/or research and development facilities;
  - iv. Warehousing, storage and distribution centres;
  - v. Contractor's yards;
  - vi. Assembly halls; and,

- vii. Automobile service centres and repair shops, truck service centres and repair shops, body shops, automobile and truck rental operations, automobile and truck depots, and used and/or recycled automobile dealerships.
- b) Restaurants, personal service establishments and convenience retail uses may be permitted through a Site Specific Zoning By-law Amendment, provided that the Town is satisfied that the use is intended to primarily serve the adjacent General Employment uses.
- c) Ancillary uses that specifically serve the permitted principal uses may include:
  - i. Offices that are specifically related to the on-site permitted principal use;
  - ii. Limited retail sales and display of products manufactured, processed or assembled on the premises providing the accessory retail use is located within the structure in which the principal use is situated;
  - iii. Restaurants where alcoholic beverages are made, or partially made, sold and consumed, providing the accessory restaurant use is located within the structure in which the principal use is situated; and,
  - iv. Concealed outside storage that is specifically related to the on-site permitted principal use.
- d) The following uses are specifically prohibited from the General Employment Designation:
  - i. Residential uses;
  - ii. Major retail uses and major institutional uses;
  - iii. Stand-alone office uses that are not specifically ancillary to a permitted principal use on-site;
  - iv. Retail outlets for the sale of alcoholic beverages - not including permitted ancillary uses specifically identified in this Section of this Plan;
  - v. Financial institutions; and,
  - vi. Any use that is considered noxious due to materials used or produced, or methods or processes employed, that emit pollution from noise, vibration, odours, smoke, dust, or any other forms of pollution.
- e) The list of permitted uses, and/or specifically prohibited uses may be further refined in the Zoning By-law to ensure that new development is appropriate in the context of the adjacent and surrounding community in terms of the size, type, and/or phasing of uses.

### 5.4.2.3 General Development Policies

#### Compatibility

- a) All permitted development within the General Employment Designation identified on **Schedule 2** shall be conducted in a manner that adequately mitigates pollution from noise, vibration, odours, smoke, dust, or any other forms of pollution, and shall be in compliance with all applicable municipal and Provincial policies, standards, and guidelines. Where deemed necessary, studies in support of a development application may be required to assess potential impacts from the proposed use, and shall demonstrate the adequacy of

the proposed mitigative measures. Such studies shall be prepared by a qualified professional, to the satisfaction of the Town.

- b) The Town shall encourage compatible development, redevelopment, and rehabilitation throughout the General Employment Designation by supporting development applications that conform to the policies of this Plan, the regulations of the Zoning By-law, any applicable Master Plan or Strategy and the associated Urban Design Manual. Further, the Site Plan Control policies of this Plan shall apply to all development applications in the General Employment Designation.
- c) Adequate buffering and setbacks shall be provided between permitted uses and adjacent land uses and roads. Such buffers may include the provision of grass strips, screening and the planting of trees and shrubs and the location of a berm or fence.

**Protection from Sensitive Uses**

- d) Business operations within the General Employment Designation are to be protected from intrusions of sensitive land uses in proximity that may restrict the operations of existing or planned industrial land users.

**Development Format**

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

**Outdoor Storage**

- f) Unconcealed outdoor storage is prohibited. Where outside storage areas are permitted within the General Employment Designation, they shall be subject to the following:
  - i. All outdoor storage areas shall be adequately buffered from any adjacent lands containing existing sensitive land uses. All outdoor storage areas will be visually screened from adjacent lands and adjacent public road rights-of-way;
  - ii. All buffers, fencing and screening shall visually enhance the site, and shall be permanent in their construction; and,
  - iii. Where natural landscaping is utilized, it shall be of adequate size to appropriately screen the storage area when it is installed.

**Parking, loading and garbage collection/storage facilities**

- g) Adequate parking, loading and garbage collection/storage facilities shall be provided on-site. Shared access and parking among various properties is encouraged.

**Municipal Services**

- h) Development within the General Employment Designation shall only take place on lands that are serviced with full municipal services.



### 5.4.3 The Waste Disposal Industrial Designation

#### 5.4.3.1 Intent

- a) It is the intent of this Plan that active or inactive waste disposal sites under the auspices of the County and/or the Province be recognized in the implementing Zoning By-law. The Waste Disposal Industrial sub-classification encompasses heavy industrial activities devoted to the disposal of wastes.

#### 5.4.3.2 Permitted Uses

- a) The uses permitted within the Waste Disposal Industrial Designation shall be limited to sites for the storage and/or disposal of solid waste approved by the County and/or the Province. Active disposal sites shall be operated in accordance within the standards established by the Province, the County, and the Town of Collingwood.
- b) Development approved in site specific Official Plan Amendments approved by the Town prior to the adoption of this Plan are also permitted within the Waste Disposal Industrial Designation.
- c) The list of permitted uses may be further refined through the Zoning By-law to ensure that new development is appropriate in the context of the adjacent and surrounding community in terms of the size, type, and/or phasing of uses.

#### 5.4.3.3 Existing Active and Inactive Waste Disposal Sites

- a) Two active land fill sites are within the Waste Disposal Industrial Designation:
  - i. The active landfill site owned and operated by the County of Simcoe in part of Lot 46, Concession XI at the north-west corner of the Tenth Line and Harbour Street is identified on **Schedule 2** and **Schedule 4**;
  - ii. The active sewage lagoon owned and operated by the Town of Collingwood legally described as part of Lot 48, Concession XII to the east of Osler Bluff Road and south of the Georgian Trail.
- b) The following are inactive waste disposal sites within the Town. The inactive private landfill sites and assessment areas are identified on **Schedule 4**.
  - i. The inactive incinerator site owned by the County of Simcoe in part of Lot 48, Concession XII to the east of Osler Bluff Road and south of the Georgian Trail;
  - ii. The inactive private landfill site legally described as Concession 12, West Part of Lot 48 on the east side of Osler Bluff Road, south of the Georgian Trail;
  - iii. The inactive private landfill site legally described as Concession 12, Part of Lot 48 on the east side of Osler Bluff Road, south of the Georgian Trail;
  - iv. The inactive public landfill site legally described as Plan 38, Part Lots K1 and K3 2-5; Plan 73 LK3EPT plus 51R-29449; Parts 6 & Closed landfill on the north side of First Street otherwise known as Harbourview Park;
  - v. The inactive public landfill site legally described as Concession 8, Part of Lot 44; RP 51R-25091, Parts 1 to 10; Waterlot, otherwise known as Heritage Drive; and

- vi. The inactive public landfill site legally described as Concession 8, Plan 282, Part of Lot 44, south of Huron Street, west of Niagara Street;

#### 5.4.3.4 General Development Policies

##### Compatibility

- a) All permitted development within the Waste Disposal Industrial Designation identified on **Schedule 2** shall be conducted in a manner that adequately mitigates pollution from noise, vibration, odours, smoke, dust or any other forms of pollution, and shall be in compliance with all applicable Provincial, County, and Town of Collingwood policies, standards, and guidelines.
- b) Adequate buffering and setbacks shall be provided between waste disposal site uses and adjacent land uses and roads. Such buffers may include the provision of grass strips, screening and the planting of trees and shrubs, and the location of a berm or fence.

##### Protection from Sensitive Uses

- c) Operations within the Waste Disposal Industrial Designation are to be protected from intrusions of sensitive land uses that may restrict the operations of existing or planned industrial land users.

##### Outdoor Storage

- d) Outdoor storage is permitted. However, outdoor storage areas shall be subject to the following:
  - i. All outdoor storage areas shall be located away from any adjacent lands containing existing residential uses, or lands within a designation that permits residential development, or have adequate buffers that will visually screen the outdoor storage area from adjacent lands/uses;
  - ii. All buffers, fencing and screening shall visually enhance the site, and shall be permanent in its construction; and,
  - iii. Where natural landscaping is utilized, it shall be of adequate size to appropriately screen the storage area when it is installed.

##### Parking and loading facilities

- e) Adequate parking and loading facilities shall be provided on-site.

##### New Waste Disposal Sites

- f) New and expanded waste disposal sites shall be established in accordance with the Environmental Protection Act, and considered by the Town through a comprehensive Official Plan Amendment process. In addition, and where deemed necessary, studies in support of a development application may be required to assess potential impacts from the proposed use, and shall demonstrate the adequacy of the proposed mitigation measures. Such studies shall be prepared by a qualified professional, to the satisfaction of the Town.

##### Reuse of a Waste Disposal Site

- g) No new uses or the construction of buildings or structures or changes affecting the ground surface of lands previously used as a waste disposal site are permitted by this Plan. No new uses or the construction of buildings or structures can be permitted, and no Official

Plan Amendment and/or Zoning By-law Amendment may be considered without the written approval of the Province indicating that the proposed land use activity is in accordance with the provisions of the Environmental Protection Act.

#### 5.4.4 The Waste Disposal Assessment Areas Overlay

- a) The Waste Disposal Assessment Areas identified on **Schedule 4** identifies lands in the vicinity of active and inactive solid waste disposal sites where the environmental conditions caused by the waste disposal operation has the potential to negatively influence future land use activities. Within these areas development may be permitted in conformity with the underlying land use designations indicated on **Schedule 2** and the following policies:
- i. There are two active waste disposal sites and six inactive waste disposal sites in the Town. Three of the inactive sites are located within the urban area of the Town and have no assessment area around them due to the inactive nature and the age of the sites and three inactive sites have an identified assessment area around them;
  - ii. The development of new uses or new or enlarged buildings or structures within an assessment area of approximately 500 metres from the property boundary of the active sites and the three inactive sites may be permitted, provided a study is completed to determine:
    - > The impact of any methane gas migration;
    - > Whether the proposed use will be adversely affected by noise, odour, dust or other nuisance factors from the waste disposal site;
    - > Potential traffic impacts;
    - > Whether the proposed use will be adversely affected by ground and surface water contamination by leachate migrating from the waste disposal site; and,
    - > The impact of the proposed use on leachate migration from the landfill site;
  - iii. The assessment is intended to address these matters and other items outlined in the Province's Guideline D-4, April 1994, or its successor as required to ensure that the proposed land uses are compatible in nature and do not adversely impact on each other. The 500 metre distance may be increased in the event the proposed use is a large water user or has other potential impacts not anticipated within the 500 metres; and,
  - iv. The studies required to support a development application within the assessment area or on a site shall be based on the type and/or scale of the development proposed or the studies may be waived or scoped as appropriate. The County and the Town shall, in a timely manner, provide the proponent with all information and studies within their possession relevant to the assessment to be completed provided same are not documents that would otherwise be excluded from disclosure by solicitor/client privilege or pursuant to the Municipal Freedom of Information and Protection of Privacy Act. The nature of the required studies and their scope shall be determined in consultation with the County for County owned sites, and with the Province for private sites, at the time the development is proposed.
- b) All lands within the assessment area shall be subject to a Holding provision in the Zoning By-law. The lifting of a Holding provision permitting the development of any new use, or new or enlarged buildings or structures within the assessment area shall not occur until Council is satisfied that all the studies required by the Town and County have been completed and implemented. The Holding provision shall only be lifted as it relates to the

specific use, building or structure proposed. Further study will be required for additional uses, buildings or structures on the property. The boundary of the Hold zone shall include all properties that are within the 500 metre assessment area.

- c) For all Planning Act applications to permit a proposed use or structure, appropriate studies dealing with the matters set out above shall be submitted for consideration of the Council and the appropriate review agency.
- d) Where the study completed in accordance with Guideline D4 indicates that implementation measures are necessary, they shall be implemented through a Zoning By-law Amendment and/or the proposed development shall be subject to Site Plan Control to ensure the implementation of such measures.
- e) Notwithstanding the land use designations on **Schedule 2**, residential development shall not be permitted in areas identified to contain organic or chemical waste. Furthermore, notwithstanding the land use designations on **Schedule 2**, in Waste Disposal Assessment Areas only land uses compatible with the existing or former waste disposal operation and/or which can be safely located as demonstrated through the required studies shall be permitted, which may necessitate an amendment to this Official Plan and/or Zoning By-law.

## 5.5 Rural/Agricultural Areas

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- a) The Rural/Agricultural Area, identified on **Schedule 1**, lies within of the Town's Settlement Area Boundary. It includes the Rural Designation and the Rural Residential Designation, as identified on **Schedule 2**.

### 5.5.1 The Rural Designation

#### 5.5.1.1 Intent

- a) The Rural Designation is a holding classification accommodating existing agricultural uses and lands which are not immediately required for new growth, are not easily serviceable and/or are intended to be the subject of more comprehensive planning analysis to accommodate urban land uses at some time in the future, beyond 2041. It is the intent of this Plan to:
  - i. Recognize and promote the continued use of lands currently being used for non-intensive agricultural/rural purposes for as long as possible, in the period leading up to their future urban development;
  - ii. Promote the development of recreational, interpretive and/or educational resources, including new trail systems, in cooperation with area landowners; and,
  - iii. Discourage the fragmentation of larger tracks of land into smaller parcels that may compromise future development potential.
- b) This Plan recognizes that the future of these lands is for urban forms of development. As such, significant investment in new buildings and structures is to be discouraged, except where such investment is necessary to ensure the ongoing economic viability of any existing uses/operations, in consideration of the 2041 planning horizon of this Plan.
- c) Conversion of the lands in the Rural Designation for future urban growth is not anticipated within the planning horizon of the Plan and if proposed, must be appropriately justified. Any proposal for conversion urban growth must be justified by supporting studies and documentation demonstrating the need for conversion in the context of the Provincial Policy

Statement and Growth Plan for the Greater Golden Horseshoe and that the proposed growth is unable to be accommodated in existing designated greenfield areas or through intensification and infill within the built up area and/or existing neighbourhoods.

### **5.5.1.2 Permitted Uses**

- a) The predominant uses on lands so designated shall be agriculture, recreation, and conservation. Permitted uses in the Rural Designation may include:
  - i. Agricultural uses and farm practices, including:
    - > Growing of crops, including nursery, biomass, and horticultural crops;
    - > Raising of livestock and the raising of other animals for food, fur or fibre, including poultry and fish;
    - > Aquaculture;
    - > Apiaries;
    - > Agro-forestry; and,
    - > Associated on-farm buildings and structures.
  - ii. Recreational uses;
  - iii. Single detached dwellings on existing lots of record;
  - iv. Additional residential units;
  - v. Bed and breakfast establishments;
  - vi. Home-Based Businesses;
  - vii. On-farm diversified uses;
  - viii. Agricultural-related uses;
  - ix. Agri-tourism uses; and,
  - x. Agricultural research and training establishments.
- b) In addition to the identified list of permitted uses, uses accessory to any of the identified permitted uses may also be permitted within the Rural Designation.
- c) The list of permitted uses may be further refined through the Zoning By-law to ensure that new development is appropriate in the context of the adjacent and surrounding community in terms of the size, type, and/or phasing of uses.

### **5.5.1.3 General Development Policies**

#### **Compatibility**

- a) All development shall be designed, located and managed to be complementary to the primary permitted uses in the Rural Designation. The Town shall encourage compatible development, redevelopment and rehabilitation throughout the Rural Designation by supporting development applications that conform to the policies of this Plan, the regulations of the Zoning By-law, applicable Master Plans or Strategies and the associated Urban Design Manual.

- b) Where a property within the Rural Designation abuts the Rural Residential Designation, or the Existing Residential Neighbourhood Designation, appropriate mechanisms shall be established in the Zoning By-law, or in a Site Specific Zoning By-law Amendment to ensure compatibility, sensitive integration and an appropriate transition to those abutting properties.
- c) Where applicable, all new development within the Rural Designation shall comply with the Province's Minimum Distance Separation requirements. Further, where permitted uses of a non-agricultural nature are sought through a Zoning By-law and/or Site Plan Approval, the Town may require the preparation of an Agricultural Impact Assessment as part of a complete application.

#### **Development Design**

- d) Development within the Rural Designation shall exhibit high-quality design features including built form, architectural detail, landscaping and signage. Where adjacent to Highway 26 or an Arterial or Collector Road, buildings shall be designed to face the Highway and/or Road.

#### **Development on Existing Vacant Lots of Record**

- e) Within the Rural Designation, where a Vacant Lot of Record legally existed on the date of adoption of this Plan, a building permit may be issued subject to compliance with the permitted use provisions and relevant policies of this Plan and the regulations of the Zoning By-law.
- f) Within the Rural Designation, development may occur on individual private on-site services provided the adequacy of the proposed method of water supply and sanitary sewage disposal and sufficient reserve capacity for effluent treatment of hauled sewage is demonstrated to the satisfaction of the Town and/or other authority with jurisdiction. Where individual private on-site services exist, they should be installed to facilitate connections to municipal services.
- g) Any development proposal on an Existing Vacant Lot of Record may be subject to an Agricultural Impact Assessment and/or Environmental Impact Study, where necessary.

#### **Extensions/Enlargements to Existing Uses**

- h) Minor extensions and enlargements may be permitted to uses legally existing on the date of the adoption of this Plan provided that the adequacy of the existing or proposed individual, on-site water supply and/or sanitary sewage disposal servicing systems are demonstrated to the satisfaction of the Town.

#### **Lot Creation**

- i) The creation of new lots within the Rural Designation shall only be permitted by Amendment to this Plan and the Zoning By-law. Further, and in addition to all of the policies for a Consent to Sever of this Plan, new lots may be permitted within the Rural Designation if:
  - i. The new lot is to be severed to facilitate an agricultural use, and both the retained and severed parcels each have a lot area of no less than approximately 40 hectares; or,
  - ii. The new lot may be created through a Consent to Sever when farm consolidation has resulted in a surplus dwelling unit that is not required for the long term needs of the remaining farm operation. The new lot may be created provided that the establishment of any new residential use is prohibited on the remaining lands that

accommodate a farming operation. This policy requires that the new lot to be severed incorporates the surplus dwelling, and that the surplus dwelling is deemed to be compliant with the Ontario Building Code and was in existence prior to the Approval of this Plan. In addition, the farm operator shall be the owner of the lands proposed to be severed at the time of the severance, and shall have a principal farm operation elsewhere in the Town; or,

- iii. The lot is required for an agriculture-related use, provided the lot is limited to the minimum size needed to accommodate the use and appropriate sewage and water services, and is zoned specifically for agricultural-related use. Residential uses shall not be permitted on such lots. The lot should be in a location that is separate from the primary agricultural operations by physical features or where it causes minimal disruption to the agricultural operation and, if possible, be located on lower quality soils.
- j) The consolidation of farms into larger and more efficient operations is encouraged. In this regard, the consolidation of two adjacent farm parcels or a boundary adjustment that increases the viability of a farm parcel is permitted provided no new lot is created.

#### **5.5.1.4 Land Use/Built Form Specific Policies**

##### **On-Farm Diversified Uses**

- a) On-farm diversified uses within the Rural Designation are secondary industrial or commercial uses that are limited in area and are accessory to an agricultural operation or a single detached dwelling on the same property. These uses should not detract from the primary use of the property for agricultural or residential purposes, nor shall these uses detract from the intent of this Plan as they relate to the Rural Designation.
- b) Such uses may include building and/or landscaping contractors yards, workshops for skilled trades and services, or small-scale production and processing facilities undertaken in a workshop or agricultural building. The accessory retail sale of products produced in conjunction with the home industry or on-farm diversified uses is also permitted.
- c) The establishment of an on-farm diversified use shall be subject to a Site Specific Zoning By-law Amendment and Site Plan Approval. In considering approval of such uses, the Town shall be satisfied the following criteria have been addressed:
  - i. The building(s) accommodating the use is located within the existing farm-building cluster;
  - ii. The building(s) accommodating the use has a floor area that is limited in size and is in keeping with the size of the land parcel and scale of farm buildings;
  - iii. The use and any activity area associated with the use is suitably set back from all lot lines;
  - iv. The type and level of traffic generated by the use is compatible with the character of the area and the function of adjacent roads;
  - v. The operator of the on-farm diversified use permanently resides on the property, however a limited number of employees of seasonal or permanent nature may be permitted;
  - vi. All machinery and equipment, with the exception of motor vehicles required for the use, is located within enclosed buildings;



- vii. Any permitted open storage associated with the use is screened from view and located within a fenced compound; and,
- viii. Any retail component of the use is clearly accessory to the on-farm diversified use and does not detract from the primary use of the property or adjacent properties.

**Agricultural-Related Uses**

- d) Agricultural-related uses are industrial or commercial in character and provide services or products to farm operations and are beneficial to the agricultural community. When evaluating the required Site Specific Zoning By-law Amendment and/or Site Plan Approval application to permit a new agricultural-related use, the Town shall consider the following criteria:
  - i. The proposed business would not remove active agricultural land from production and the location would be compatible with and not hinder, surrounding agricultural operations and other existing land uses; and,
  - ii. The size and character of the proposed use is appropriate within the Rural Designation.
- e) In cases where the proposed agriculture-related use involves vehicles or equipment providing contract services (i.e. trucking), the Town shall be satisfied that the nature of the building and/or facility exclusively serves farm operations. The Site Specific Zoning By-law Amendment will regulate the size of the structures and the maximum land area available for vehicle or equipment storage and/or parking.

**Agri-Tourism Uses**

- f) The Town supports the development of uses that highlight the importance and value of the agricultural economy. On this basis, uses such as farm tours, petting zoos, hay rides and sleigh rides, small-scale farm theme playgrounds, processing demonstrations, and small-scale educational establishments that focus on farming instruction are permitted in the Rural Designation as an accessory use on a farm, subject to a Site Specific Zoning By-law Amendment, in consideration of the following criteria:
  - i. The use and any activity area associated with the use is suitably set back from all lot lines; and,
  - ii. The type and level of traffic generated by the use does not create an undue, adverse impact on adjacent properties and is compatible with the capacity of the adjacent road.

**Agricultural Research and Training Establishments**

- g) Agricultural research and training establishments may be permitted subject to a Site Specific Zoning By-law Amendment, provided the Town is satisfied that:
  - i. The use is related to and will benefit the agricultural industry;
  - ii. The use will assist in the furthering of knowledge in the agricultural sector of the economy; and,
  - iii. The use will assist local farmers through training and the identification of improved farming methods and procedures.

### 5.5.1.5 Area Specific Policies

- a) The Rural Designation includes Area Specific policies for the following sub-areas, as delineated on **Schedule 7**:
- i. Area L: Mountain Road - Custom Woodworking Shop + Lumber Supplies;
  - ii. Area M: Highway 26 East - Golf Course;
  - iii. Area N: Highway 26 West - Farm Produce Outlet;
  - iv. Area O: Exiting Pit and/Quarry; and,
  - v. Area P: 80 Summerview Avenue.

#### **Area L: Mountain Road - Custom Woodworking Shop + Lumber Supplies**

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

#### **Area M: Highway 26 East - Golf Course**

- c) Within the Rural Designation at the south-east corner of Highway 26 and Poplar Sideroad, a golf course shall be permitted. The Natural Heritage System policies shall govern the manner of future development, in addition to all other applicable policies of this Plan.

#### **Area N: Highway 26 West - Farm Produce Outlet**

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

#### **Area O: Exiting Pit and/Quarry**

- e) This Plan recognizes an existing pit and/or quarry, within the Rural Designation in Part of Lots 44 and 45, Concession 12, licensed by the Ministry of Natural Resources for mineral aggregate extraction, in accordance with the following:
- i. Within Part of Lots 44 and 45, Concession 12, the extraction and storage of mineral aggregates shall also be permitted until the use is depleted. New Rural uses may only be established if mitigation measures are put in place between the existing and proposed uses;
  - ii. The operation and rehabilitation of the existing pit and/or quarry shall occur in accordance with the requirements and regulations of the Ministry of Natural Resources (MNR), the provisions of the Aggregate Resources Act and the Industrial Development Criteria of this Plan; and,
  - iii. Once the mineral aggregate potential of the existing pit and/or quarry is exhausted and the extractive operation closed, the site shall be rehabilitated to the satisfaction of the MNR and the Town of Collingwood.

#### **Area P: 80 Summerview Avenue**

- f) Within the Rural Designation in Part of Lot 40, Concession 6, a motor vehicle repair garage shall also be permitted. Other permitted uses within the Rural Designation may only be established if mitigation measures are put in place between the existing and proposed uses.

## 5.5.2 The Rural Residential Designation

### 5.5.2.1 Intent

- a) All future development within the Town of Collingwood shall occur on full municipal water and sanitary sewage disposal services. As a result of earlier approvals, however, certain unserviced, or partially serviced residential areas already exist within the municipality.

### 5.5.2.2 Permitted Uses

- a) Within the Rural Residential Designation identified on **Schedule 2**, the following uses may be permitted:
  - i. Single detached dwellings;
  - ii. Additional residential units;
  - iii. Bed and breakfast establishments; and,
  - iii. Home based businesses.

### 5.5.2.3 General Development Policies

#### Compatibility

- a) The Town shall encourage compatible development, redevelopment and rehabilitation throughout the Rural Residential Designation by supporting development applications that conform to the policies of this Plan, the regulations of the Zoning By-law, any applicable Master Plan or Strategy and the associated Urban Design Manual.

#### Building Height

- b) In addition to the policies for Low-Rise Buildings in this Plan, the following building height policies apply within the Rural Residential Designation:
  - i. The maximum building height shall be 3 storeys, or 11 metres, whichever is less, subject to ensuring compatibility and appropriate transitions to adjacent land uses and built forms.

#### Site Development Capacity

- c) All new development, including additional residential units, permitted within the Rural Residential Designation shall only be permitted on the basis of appropriate and adequate private individual, on-site water supply and sewage treatment facilities, to the satisfaction of the Town and/or the Province.

#### Development on Existing Vacant Lots of Record

- d) Within the Rural Residential Designation, where a Vacant Lot of Record legally existed on the date of adoption of this Plan, development of a single-detached dwelling may be permitted and a building permit may be issued subject to compliance with the policies of this Plan and the regulations of the Zoning By-law.

### Creation of New Residential Lots

- e) The creation of new single-detached residential lots may be permitted by:
  - i. Consent of the Committee of Adjustment, in the case of infilling between existing residential lots and where it is determined that such development does not need to proceed by plan of subdivision or vacant land condominium, in accordance with the policies of this Plan; or,
  - ii. Plan of Subdivision or vacant land condominium in all other cases;
- f) Prior to the approval of a Consent or Draft Plan of Subdivision application, it shall be established to the satisfaction of the Town and/or the Province that the proposed lots have appropriate frontage on and gain access from a public road. It is recognized that prior to 2014 a number of Rural Residential lots were created or existed which did not have frontage on a municipally assumed public road. These lots shall continue to have vehicular access via existing private rights-of-way to a public road.
- g) The creation of any new residential lot for a single-detached dwelling within the Rural Residential Designation may be subject to an Agricultural Impact Assessment and/or Environmental Impact Study, where necessary.

#### 5.5.2.4 Area Specific Policies

- a) The Rural Residential Designation includes Area Specific Policies for the following sub-areas, as delineated on **Schedule 7**:
  - i. Area Q: Mountain Road; and,
  - ii. Area R: 80 Madeline Drive.

##### Area Q: 595 Mountain Road

- b) Within the Rural Residential Designation, the former Charis property, known as 595 Mountain Road, as identified on **Schedule 2**, shall have a maximum density of 2 dwelling units per gross hectare.

##### Area R: 80 Madeline Drive

- c) Within the Rural Residential Designation, the property known as 80 Madeline Drive, the following policies shall apply.
  - i. The uses permitted shall be limited to one single-detached dwelling and accessory uses. Through the processing of a Site Specific Zoning By-law Amendment and a Development Agreement to be registered on title, an accessory storage building of a larger size than currently allowed as-of-right may also be permitted. If required by the Town, the owner shall enter into a Development Agreement with the Town which shall also address protection of privately owned environmentally sensitive lands;
  - ii. Prior to any building construction or lot grading, a shoreline analysis shall be prepared by a qualified professional identifying and addressing the coastal hazard associated with Nottawasaga Bay. The analysis shall be reviewed, and prior to any building construction or lot grading, approved by the Conservation Authority. Furthermore, all new buildings or structures will be required to have an opening elevation of at a minimum 178.30 metres Canadian Geodetic Datum subject to confirmation by the Conservation Authority and the Town; and,

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

## 5.6 Natural Heritage System

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- a) The Natural Heritage System is complex and highly integrated. It is the intent of this Plan to ensure that the biodiversity, ecological function, and connectivity of the Natural Heritage System is protected, maintained, restored or, where possible, enhanced for the long-term, recognizing linkages between and among natural heritage features and areas, hazard lands, source water resources, surface water features and ground water features. The Natural Heritage System is intended to:
  - i. Protect the health and water quality of the Nottawasaga Bay Shoreline and the Nottawasaga River Watershed, and its associated tributaries;
  - ii. Protect source water resources, surface and underground water resources;
  - iii. Conserve biodiversity;
  - iv. Protect all significant natural heritage features and their associated ecological functions;
  - v. Provide for connections and linkages between significant natural heritage features that maintain functionality and provide corridors for wildlife movement; and,
  - vi. Enhance the protection of public health and safety from natural hazards, including flooding.
- b) The Natural Heritage System identified on **Schedule 3** is comprised of one designation and an overlay:
  - i. The Environmental Protection Designation, which comprises the identified significant natural heritage features and an associated 30 metre buffer, that the Town shall protect and conserve - identified on **Schedule 3**; and,
  - ii. The Adjacent Lands Overlay, which is based on an approximate 90 metre setback from the boundary of the Environmental Protection Designation and is intended to act as a trigger for the completion of an Environmental Impact Study when required by the Town - identified on **Schedule 3**.
- c) The Natural Heritage System is also protected through a number of Town-wide policies that are related to
  - i. Natural Hazards, which are generally integrated within the Environmental Protection Designation, with some additional information included on **Schedule 3**;
  - ii. Stormwater Management;
  - iii. Endangered Species/Species at Risk; and,
  - iv. Source Water Protection, with more detailed information provided on **Schedule 4**.

## 5.6.1 The Environmental Protection Designation

### 5.6.1.1 Intent

- a) It is the intent of this Plan to ensure that lands within the Environmental Protection Designation are protected from the impacts of development and that the biodiversity and ecological function of the features incorporated within the Designation are protected, maintained, restored or, where possible, enhanced for the long-term.

### 5.6.1.2 Permitted Uses

- a) Permitted uses, subject to the results of an Environmental Impact Study, on lands within the Environmental Protection Designation may include:
  - i. Conservation uses;
  - ii. Parks and trails and other associated passive recreational opportunities and facilities that do not require substantial site alterations;
  - iii. Buildings or structures appropriate and supportive of public parks and trails and other associated passive recreational opportunities and facilities;
  - iv. Buildings or structures necessary for flood or erosion control;
  - v. Existing golf courses and other existing lawful uses restricted to their geographic location as of the date of the adoption of this Plan; and,
  - vi. Agricultural uses.
- b) In addition to the permitted land uses listed, municipal service infrastructure projects, where the alignments or locations of those facilities have been established in this Plan, and/or an approved Environmental Assessment, may be permitted on lands within the Environmental Protection Designation, subject to the application of specific mitigation measures as set out in an approved Environmental Impact Study. Notwithstanding the permission provided by this policy, no municipal service infrastructure projects shall be permitted within any identified Provincially Significant Wetland.
- c) In addition to the identified list of permitted uses, uses accessory to any of the identified permitted use, such as the rental of bikes, canoes, and kayaks, may also be permitted within the Environmental Protection Designation.
- d) The list of permitted uses may be further refined through the Zoning By-law to ensure that any new development or site alteration adequately considers and protects the Natural Heritage System and its associated ecological functions.

### 5.6.1.3 Components

- a) The Environmental Protection Designation is identified on **Schedule 2**, and is comprised of the following components:
  - i. Provincially significant wetlands;
  - ii. Provincially significant woodlands;
  - iii. Provincially significant valleylands;
  - iv. Significant wildlife habitat attributes and functions, including habitat for species-at-risk, fish, and rare plant communities;

- v. Significant areas of natural and scientific interest;
  - vi. Hazard lands, including the Nottawasaga Bay Shore Lands;
  - vii. Other natural heritage features (i.e. woodlands that are less than 4 hectares, locally significant wetlands, treed slopes, and cultural habitat features); and,
  - viii. Linkages, enhancement/restoration areas.
- b) The Environmental Protection Designation also includes a 30 metre buffer from identified natural heritage features to protect their ecological and hydrological functions. The 30 metre buffer is a minimum buffer and may be adjusted as a result of further analysis carried out in an Environmental Impact Study.

#### 5.6.1.4 General Development Policies

##### Boundaries

- a) The boundaries of the Environmental Protection Area shown on **Schedule 2** have been conceptually delineated. It is the intent of this Plan that their precise locations be determined in consultation with the Conservation Authority at the time of the consideration of specific development applications.
- b) An amendment to this Plan shall not be required to make minor modifications to the boundaries of the Environmental Protection Area provided the overall intent of the Plan is maintained. Minor adjustments to the boundary of the Environmental Protection Designation may be facilitated through an Environmental Impact Study without the need to amend this Plan. Where a minor adjustment to the boundary of the Environmental Protection Designation is approved by the Town, in consultation with the Conservation Authority and any other agency having jurisdiction, the abutting land use designation as identified on **Schedule 2**, shall apply
- c) Significant changes to the Environmental Protection Designation as identified on **Schedule 2** shall only be considered through an Environmental Impact Study, submitted in support of an Official Plan Amendment application.

##### Limited Development

- d) No buildings or structures, nor the cutting of trees, or the removal or placing of fill of any kind whether originating on the site or elsewhere, may be permitted within the Environmental Protection Designation, except with the approval of the Town, in consultation with the Conservation Authority and any other agency having jurisdiction. Except for lots that legally existed at the date of approval of this Plan, areas within the Environmental Protection Designation shall generally not form part of any new lots to be created for the purposes of development, other than to facilitate the establishment of the uses permitted by this Plan.

##### Environmental Impact Study

- e) Where development, redevelopment and/or site alteration is proposed within the Environmental Protection Designation, the Town shall require that an Environmental Impact Study be prepared by a qualified professional with appropriate in-season field work, and in accordance with any applicable Provincial, Town, and Conservation Authority requirements that demonstrates that there will be no negative impacts on any natural heritage features, or their ecological functions, to the satisfaction of the Town, in consultation with the Conservation Authority and any agency having jurisdiction.



- f) Where fish habitat and/or the habitat of endangered species and/or the habitat of threatened species are identified, the required Environmental Impact Study shall ensure that all Provincial and Federal requirements have been satisfied.

**Scoping of an Environmental Impact Study**

- g) Where an application for development, redevelopment and/or site alteration within the Environmental Protection Designation is of a minor nature, the Town, in consultation with the Conservation Authority or any other agency having jurisdiction, may scope the study requirements for an Environmental Impact Study.

**No Negative Impact**

- h) The establishment of any permitted use shall demonstrate no negative impact to any element of the Natural Heritage System or associated ecological functions, as demonstrated through the required Environmental Impact Study. Where a permitted use requires impact mitigation, the mitigation shall result in no negative impact on the natural heritage features or their ecological functions.

**Compensation Where Impact Unavoidable**

- i) Where development, redevelopment and/or site alteration is necessary within the Environmental Protection Designation, and a negative impact is unavoidable as identified through an Environmental Impact Study, then the Town, in consultation with the Conservation Authority and any agency having jurisdiction, may accept a compensatory mitigation approach. Where compensatory mitigation is proposed, it must be demonstrated through an Environmental Impact Study that the mitigation results in no net loss of the natural heritage features and/or their supporting ecological functions.

**Existing Uses and Structures**

- j) Existing legal non-conforming uses and structures within the Environmental Protection Designation are permitted and may be replaced if destroyed by natural causes. An application for the expansion or enlargement of such uses and structures may be considered by the Town, subject to the submission of an Environmental Impact Study, in consultation with the Conservation Authority and any other agency having jurisdiction. The application shall demonstrate no negative impact to the natural heritage features and/or their supporting ecological functions, and may require an application for rezoning.

**Existing Approvals**

- k) Where an existing development has received approval from the Town prior to the date of the approval of this Plan, has not yet been developed, but is now within the Environmental Protection Designation identified on Schedule 3, the Town will work with the developer to mitigate the impacts of that development on the natural heritage features and/or their supporting ecological and hydrological functions or consider allowing the existing approval to lapse, if applicable.
- l) Where a development has been partially, but not fully approved, and still requires subsequent approvals under the Planning Act, or where a request to extend an existing approval is made, the Town may require that an updated Environmental Impact Study or scoped environmental review be carried out to ensure that there is no negative impact to the Natural Heritage System and any supporting ecological functions in support of an extension to an existing approval, or any new approval required under the Planning Act.

### Removal or Destruction of a Natural Feature

- m) The removal or destruction of any natural heritage feature, trees/woodlots, or any associated ecological function by unauthorized development, tree cutting or site alteration is prohibited. Such removal or destruction will not provide the rationale for the removal of these lands from the Environmental Protection Designation. Restoration, to the satisfaction of the Town, in consultation with the Conservation Authority and any other agency having jurisdiction, will be required where the removal or destruction of a significant natural heritage feature or any associated ecological function by unauthorized development or site alteration has occurred. Charges or penalties may be imposed pursuant to a Site Alteration By-law or Tree Cutting By-law.

### Dedication of Lands

- n) Lands within the Environmental Protection Designation may be dedicated to the Town, other public authority, or to a Land Trust or other not-for-profit agency, subject to the approval of the Town, without cost. Any dedication may or may not be considered as a community benefit, subject to the details of the Town's Community Benefits Charges By-law, if applicable.
- o) Where lands within the Environmental Protection Designation are proposed for dedication to the Town, they shall be conveyed in a satisfactory physical condition and if an open watercourse is involved, the dedication shall provide sufficient land for property maintenance operations to be carried out. Such land shall not be acceptable as parkland dedication.

## 5.6.2 The Adjacent Lands Overlay

### 5.6.2.1 Intent

- a) The intent of the Adjacent Lands Overlay is to trigger the requirement for the preparation of an Environmental Impact Study to support applications for development.
- b) Lands within 90 metres and abutting the Environmental Protection Designation are shown on **Schedule 3** as the Adjacent Lands Overlay. Adjacent Lands may have ecological functions or linkages that are important to the long-term health of the features and functions of the Natural Heritage System.
- c) As an Overlay, the policies in this Section of this Plan must be read in conjunction with the policies of the associated underlying land use designation that is identified for any specific site on **Schedule 2**.

### 5.6.2.2 Permitted Uses

- a) The uses permitted on any specific site or area within the Adjacent Lands Overlay may include those land uses permitted by the underlying land use designation, as identified on **Schedule 2**, subject to the results of an Environmental Impact Study when required by the Town.
- b) In addition to any permitted land uses, the extension of existing municipal infrastructure projects where the alignments or locations of those facilities have been established in this Plan, and/or an approved Environmental Assessment, may be permitted on lands within the Adjacent Lands Overlay, subject to the application of specific mitigation measures as set out in an approved Environmental Impact Study.

### 5.6.2.3 General Development Policies

#### Environmental Impact Study

- a) Where development, redevelopment and/or site alteration is proposed within the Adjacent Lands Overlay, the Town shall require that an Environmental Impact Study be prepared by a qualified professional with appropriate in-season field work, and in accordance with any applicable Provincial, Town, and Conservation Authority requirements that demonstrates that there will be no negative impacts on any natural heritage features, or their ecological functions, to the satisfaction of the Town, in consultation with the Conservation Authority and any agency having jurisdiction.

#### Scoping of an Environmental Impact Study

- b) Where an application for development, redevelopment and/or site alteration within the Adjacent Lands Overlay is of a minor nature, the Town, in consultation with the Conservation Authority or any other agency having jurisdiction, may scope or waive the requirements for an Environmental Impact Study.

#### The Underlying Land Use Designation to Apply

- c) Subject to the conclusions and requirements of the Environmental Impact Study, the lands may be developed in accordance with the permitted uses and development policies of the underlying land use designation that is identified on Schedule 2. Any changes to the extent of the developable land area, restrictions on any permitted land use and/or any required impact mitigation requirements identified in the Environmental Impact Study shall be identified, implemented, regulated or otherwise secured to the satisfaction of the Town.

#### Existing Approvals

- d) In cases where an Environmental Impact Study was completed and approved in support of the existing planning approval within the Adjacent Lands Overlay, further Environmental Impact Study requirements may be waived by the Town.

### 5.6.3 Natural Hazards

#### 5.6.3.1 Intent

- a) The Environmental Protection Designation identified on **Schedule 3** incorporates the Nottawasaga Bay Shore Lands and the four major river systems within the Town, including:
  - i. Silver Creek;
  - ii. Black Ash Creek;
  - iii. Batteaux River; and,
  - iv. Pretty River.

Each of these features are, in addition to their environmental functions, susceptible to flooding and pose a potential threat to property and the health and safety of the public.

- b) It is the intent of this Plan that planning and development decisions shall protect, improve, or restore the quality and quantity of water and related resources, where possible on an integrated watershed management basis. Further, development and site alteration shall:

- i. Be restricted in or near sensitive surface water features and sensitive ground water features and their related ecological functions will be protected, improved or restored; and,
  - ii. Occur in a manner that will protect property and the health and safety of the public from natural hazards such as flooding and erosion.
- c) Flood plain management shall occur on a watershed management basis giving due consideration to the upstream, downstream and cumulative effects of the development.

### **5.6.3.2 Nottawasaga Bay Shore Lands**

- a) The Nottawasaga Bay Shore Lands are an important character-giving element of the Town and are intended to remain a major destination for residents and visitors. It is the intent of this Plan to, over time, maximize the attributes of the Nottawasaga Bay Shore Lands, and adjacent waterfront to their full potential. This can be achieved, notwithstanding a recognition of the inherent flooding and erosion hazards, in part, through activities and public and private initiatives which will:
- i. Ensure reasonable, controlled, access to all public areas of the Shore Lands, for the benefit of the residents of Collingwood;
  - ii. Ensure that all development abutting the Environmental Protection Designation along the Shore Lands properly integrates with surrounding uses;
  - iii. Ensure that the development within or abutting the Shore Lands enhances the Town's park system, with particular focus on the retention of scenic views;
  - iv. Increase the amount of the Shore Lands in public ownership; and,
  - v. Utilize best practices and building/landscape techniques to mitigate the impacts of climate change in all public realm and construction activities within or abutting the Shore Lands.
- b) The Nottawasaga Bay Shore Lands are susceptible to flooding and development on these lands is subject to the Regulatory Flood Standard. The Regulatory Flood Standard for the Nottawasaga Bay shore lands is delineated conceptually within the Environmental Protection Designation on Schedule 3. It is intended that the 1:100 Year flood elevation of 178.0 metres Geodetic Survey of Canada Datum (GSCD) be used as a guide in the preparation of the Zoning By-law.
- c) In addition to the permitted uses identified within the Environmental Protection Designation, existing uses and minor additions to structures/facilities such as docks and boat houses, which by their nature must be located on or near the Shore Lands shall also be permitted within the Nottawasaga Bay floodplain. Any development shall require the approval of the Town in consultation with the Conservation Authority and the applicable Provincial Ministry.
- d) Habitable buildings and structures shall not be permitted within the defined floodplain.
- e) Development outside the Nottawasaga Bay floodplain shall be set back a minimum of 15 metres from the 1:100 Year flood elevation of 178.0 metres GSCD. An additional set back may be required to satisfy the Conservation Authority requirement for wave up rush protection.

### 5.6.3.3 Silver Creek, Black Ash Creek, and Batteaux River Sub-Watersheds - The One-Zone Concept

- a) For all of the Silver Creek, Black Ash Creek and Batteaux River Sub-Watersheds the regulatory flood is the greater of the Timmons Storm, the 1:100 year return period storm, or the flood actually experienced in the defined watershed. Within these sub-watersheds the One-Zone Concept shall apply. Where floodplain and/or fill line mapping exists, it has been considered in the establishment of the Environmental Protection Designation on **Schedule 3**.
- b) The One-Zone Concept is a planning approach whereby the entire floodplain, as defined by the regulatory flood standard, is treated as one unit and all development within the floodplain is prohibited or controlled. With the exception of the Black Ash Creek Special Policy Area, the One-Zone Concept as defined by the regulatory flood shall regulate the Silver Creek, Black Ash Creek and Batteaux River floodplains.
- c) In addition to the permitted uses identified within the Environmental Protection Designation, existing uses and minor additions thereto, shall also be permitted, within the defined floodplains of Silver Creek, Black Ash Creek, and the Batteaux River. All permitted land uses shall require the approval of the Town of Collingwood in consultation with the Conservation Authority.
- d) Habitable buildings and structures shall not be permitted within the defined floodplains of Silver Creek, Black Ash Creek and the Batteaux River.
- e) The precise determination of the erosion hazard limit will be based on a combined influence of:
  - i. The toe erosion allowance;
  - ii. The stable slope allowance;
  - iii. The flooding hazard limit or meander belt allowance; and,
  - iv. The erosion access allowance.

### 5.6.3.4 Black Ash Creek Subwatershed Special Policy Area

- a) The Conservation Authority has completed a comprehensive sub-watershed plan for Black Ash Creek designed to identify and protect significant natural features and functions as well as natural hazards. The recommendations of the sub-watershed plan have been incorporated into this Plan thereby supplementing this Plan's Environmental Protection Designation delineated on **Schedule 3**, and the inclusion of the following stormwater management polices to guide future development:
  - i. The preparation of a Functional Servicing Plan (FSP) shall be required in conjunction with all future development applications within the Black Ash Creek sub-watershed as delineated on **Schedule 3**. The issues to be addressed and the complexity of an FSP will vary with the scale and type of development and shall be determined on a site-by-site basis in pre-consultation with the Conservation Authority and the Town prior to the FSP proceeding. In the case of private development proposals, the developer shall finance the study;
  - ii. The FSP will produce recommendations on measures to protect, enhance and restore natural features within the sub-watershed in the context of new urban growth. The FSP shall also address any other servicing requirements of the municipality with respect to the provision of water and sewage disposal facilities, grading and

stormwater management. Each FSP shall incorporate the findings/recommendations of any Environmental Impact Studies undertaken in relation to identified natural heritage features and their associated ecological functions, in this way facilitating the integration of new development with the Natural Heritage System; and,

- iii. Where it is demonstrated through a Functional Servicing Report (FSP), approved by the Town and the Conservation Authority, that development can occur in accordance with the development principles advanced by the Black Ash Creek Sub-Watershed Study, it may proceed on the basis of the land use designations delineated on **Schedule 2**.

#### **5.6.3.5 The Pretty River Sub-Watershed - Two-Zone Concept**

- a) It is the intent of the Town to prevent loss of life and to minimize property damage and social disruption on flood-prone lands adjacent to the Pretty River in the event of a regulatory flood.
- b) Within the Pretty River sub-watershed, the Two-Zone Concept will be employed. As a result, the floodplain associated with the Pretty River shall consist of two zones: the floodway and the flood-fringe. The floodway is generally defined as those lands located below the defined 1:100 Year flood level and the flood-fringe is defined as those lands located between the 1:100 Year flood level and the Regional Storm flood level.
- c) Notwithstanding the use provisions of the Environmental Protection Designation, land uses permitted within the floodway are restricted to structural works used for flood and erosion/sediment control. The Town and the Conservation Authority shall approve such uses.
- d) Subject to compliance with stricter use provisions of the Environmental Protection Designation, land uses permitted within the flood-fringe may include: residential, commercial, industrial, institutional, agricultural and open space/recreational uses as identified in the underlying Designation. Any site alteration shall adequately consider and protect the Natural Heritage System and its associated ecological functions.
- e) Land uses permitted within the flood-fringe shall be subject to the following standards:
  - i. All major development permitted within the flood-fringe shall be subject to Site Plan Control and/or the provisions of a Subdivision Agreement;
  - ii. All uses shall be flood-proofed to the regulatory flood standard (Timmins Storm Flood Level); and,
  - iii. All development applications shall be accompanied by a Cumulative Impact Analysis. The Cumulative Impact Analysis shall identify the potential impacts on the hydraulics of the Pretty River floodplain and establish the precise areas available for development. The Conservation Authority, in consultation with the Town, may determine that an analysis is not required for minor development proposals.
  - iv. Vehicles and people have a way of safely entering and exiting the area during times of flooding, erosion and other emergencies;
  - v. New hazards are not created and existing hazards are not aggravated; and,
  - vi. No adverse environmental impacts will result.
- f) As a condition of development approval, a qualified professional, to the satisfaction of the Town and the Conservation Authority, shall prepare an Ecological Restoration Plan (ERP).

In general, the ERP will identify the areas within the Pretty River Corridor that require protection and the areas that require enhancement or restoration. Enhancement may involve techniques such as the introduction of Indigenous tree and shrub species and riverbank stabilization. The Ecological Restoration Plan shall apply to those lands located within 30 metres of the stable top-of-bank of the Pretty River or those lands within the 1:100 year floodplain, whichever is greater. The number and location of residential units provided in the flood-fringe will be dictated by the Ecological Restoration Plan approved by the Conservation Authority and the Town.

- g) The floodway is within the Environmental Protection Designation on **Schedule 3**. The flood-fringe, which is identified on **Schedule 3**, has been designated for existing or intended land uses. Policy f), above, shall apply to land use designations within the flood-fringe. Any remnant flood-fringe area that is not technically suitable for development shall be placed in a restrictive zone category, in the Zoning By-law.
- h) Minor development may be permitted within the Pretty River flood-fringe provided a permit is obtained from the Conservation Authority. For the purposes of this Plan, minor development is defined as the construction or reconstruction of a single-detached dwelling, the construction of a residential, commercial or industrial accessory structure or addition. Both dry and wet flood proofing techniques will be applied to minor development proposals to the regulatory flood standard.
- i) All development, including stormwater management facilities shall be set back a minimum of 30 metres from the stable top of the bank of the Pretty River or shall be located outside the 1:100 Year floodplain, whichever is greater.

#### **5.6.4 Endangered Species/Species at Risk**

##### **5.6.4.1 Analysis of Species at Risk**

- a) In addition to the Natural Heritage System identified on the Schedules to this Plan, it is a requirement of this Plan that all applications for development, regardless of whether they are within a defined element of the Natural Heritage System, be accompanied by an analysis of Species at Risk, in accordance with Provincial legislation and policies to ensure the long-term conservancy of habitat for threatened and endangered species. Such an analysis shall be prepared by a qualified professional, with appropriate in-season field work, to the satisfaction of the Town, in consultation with the Province and any other agency having jurisdiction and may be scoped based on the scale and nature of the development proposed. The Town may require information of adherence to this policy through conditions of approval for site plan/subdivision/condominium.

#### **5.6.5 Source Water Protection**

##### **5.6.5.1 Intent**

- a) It is the intent of this Plan to support the protection of both drinking water quality and drinking water quantity for current and future citizens. In addition, this Plan identifies activities that are, or will be, a significant drinking water threat based on the potential risk to groundwater resources, that should be prohibited or managed in vulnerable areas.

##### **5.6.5.2 Source Protection Plans**

- a) The majority of the Town is covered by the South Georgian Bay-Lake Simcoe Source Protection Plan which came into effect on July 1st, 2015. The north-west corner of the municipality is covered by the Saugeen, Grey Sauble, North Bruce Peninsula Source Protection Plan which came into effect on July 1st, 2016. These Plans identify the



vulnerable areas in the Town where threats to the quality and quantity of municipal drinking water resources could occur. The vulnerable areas in the Town include the following:

- i. Wellhead protection area (WHPA);
- ii. Surface water intake protection zone (IPZ);
- iii. Highly vulnerable aquifers (HVA); and,
- iv. Significant groundwater recharge areas (SGRA).

These vulnerable areas have been identified on **Schedule 4: Source Water Protection Areas**. The use of land in these vulnerable areas may be further restricted or prohibited by the Town's Zoning By-law.

### **5.6.5.3 Administration**

- a) The Town's Risk Management Official (RMO) or another individual representing the Town who is qualified under the Clean Water Act shall be responsible for determining when an existing or proposed use of land or activity is, or may be, a significant drinking water threat.
- b) Any application for the development of a non-residential land use within a vulnerable area shall include a Notice of Risk Management Plan issued by the Town's Risk Management Official.
- c) Prior to filing an application for development, an applicant proposing a new use within a WHPA or IPZ shall pre-consult with the Town and/or the RMO to determine if the proposed use would be a significant threat to drinking water. The Town and the RMO will determine which studies are required for the application and identify the scope of issues and/or technical requirements that need to be addressed before such use is permitted.

### **5.6.5.4 Levels of Protection**

#### **Well Head Protection Areas and Surface Water Intake Protection Zones**

- a) Within the WHPA to D and the IPZ 1, 2 and 3 identified on Schedule 4 the use of land for the purposes listed below may be restricted or otherwise prohibited from establishment if they pose a significant drinking water threat:
  - i. Waste disposal sites within the meaning of Part V of the Environmental Protection Act, 1990 (excluding storage of wastes described in clauses (p), (q), (r), (s), (t), or of the definition of hazardous waste (O. Reg. 347) and storage of hazardous or liquid industrial waste;
  - ii. Large (more than 10,000 litre) on-site sewage systems;
  - iii. Agricultural source material storage facilities;
  - iv. Non-agricultural source material storage facilities;
  - v. Commercial fertilizer storage facilities;
  - vi. Pesticide storage facilities;
  - vii. Road salt storage facilities;
  - viii. Snow storage facilities;
  - ix. Fuel storage facilities;
  - x. Dense Non-Aqueous Phase Liquid (DNAPL) storage facilities;

- xi. Organic solvent storage facilities; and,
- xii. Outdoor confinement or farm animal yard in WHPA-A/IPZ-1.

#### **Highly Vulnerable Aquifers**

- b) Highly Vulnerable Aquifers are aquifers that are particularly susceptible to contamination because of either their location near the ground's surface or because of the type of materials found in the ground around them. HVAs can inform the vulnerability of Wellhead Protection Areas and where significant drinking water threats may occur within an existing Wellhead Protection Area.
- c) The Town may require, as part of an application for major development or site alteration for such uses as the storage of bulk fuels or chemicals within Highly Vulnerable Aquifers, the identification of measures to protect, improve, or restore the quality of water within an HVA.

#### **Significant Groundwater Recharge Areas**

- d) Significant Groundwater Recharge Areas may be considered when evaluating major development applications to ensure groundwater recharge is not detrimentally affected though impervious surfaces. The Town may require, as part of an application for major development or site alteration within Significant Groundwater Recharge Areas, the identification of best management practices and consideration of maintaining pre to post development recharge rates.

### **5.6.5.5 Municipal Service Infrastructure**

#### **Stormwater Management Facilities**

- a) Where development or site alteration includes stormwater management facilities within a vulnerable area a supporting Master Servicing Study/Servicing Options Report shall be required.
- b) The Master Servicing Study/Servicing Options Report will review the design of the stormwater management facility to ensure that it minimizes the risk of contaminating drinking water. Where stormwater discharge constitutes a low, moderate, or significant threat to drinking water it is required to be safely conveyed to land located outside of the vulnerable area.
- c) The installation of impervious surfaces in vulnerable areas should incorporate measures such as grading that will reduce surface water ponding, water run-off and the need for road salt. The Town shall use its best management practices to assess and manage the design of impervious surfaces in vulnerable areas.

#### **Sanitary Sewage Systems**

- d) Private or municipal sanitary sewage services that may pose a significant drinking water threat should be located outside of the vulnerable areas. However, when major development requires private or municipal sanitary sewage services within a vulnerable area a supporting Master Servicing Study/Servicing Options Report shall be required.
- e) The Master Servicing Study/Servicing Options Report will review the design of the private or municipal sanitary sewage services to ensure that it will minimize the risk of contaminating drinking water.

**Municipal Service Infrastructure -General**

- f) In a vulnerable area where the placement of private or municipal underground infrastructure requires de-watering for the installation of the infrastructure, and if that de-watering is not otherwise regulated by the MECP, a supporting Master Servicing Study/Servicing Options Report shall be required. The Master Servicing Study/Servicing Options Report will ensure that the de-watering will minimize risk of contamination of drinking water or the interference with the aquifer.

**5.6.6 Role of the Conservation Authorities**

- a) The Town shall consult with either the Nottawasaga Valley Conservation Authority or the Grey Sauble Conservation Authority, who function as the Town's technical advisors, during the review and approval of a variety of applications for development in lands that are determined to have Natural Heritage and/or Natural Hazard Features or Functions.
- b) In addition to other relevant approvals, all development within the areas regulated under the Conservation Authorities Act shall be subject to the permit process administered by either the Nottawasaga Valley Conservation Authority or the Grey Sauble Conservation Authority.

## 6 Transportation, Municipal Service Infrastructure, and Utilities

### 6.1 A Multi-Modal Transportation System

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#### 6.1.1 Goals

- a) The goals of this Plan related to transportation are:
  - i. To maintain a multi-modal and integrated transportation system that permits the safe and efficient movement of people and goods within the Town;
  - ii. To foster a multi-modal and integrated transportation system in co-operation with the Town's neighbouring municipalities;
  - iii. To enhance the Town's transit system and active transportation network ensuring multiple mobility opportunities, linking significant community facilities, major development areas and public uses;
  - iv. To facilitate the safe and direct movement of through-traffic to recreational and resort areas beyond the boundaries of the Town thus reducing the need for improvements to local roads and potential traffic congestion;
  - v. To foster an integrated transportation system in co-operation with the Town's neighbouring municipalities; and,
  - vi. To encourage the provision of public transient docking facilities in proximity to Downtown Collingwood.

#### 6.1.2 General Policies

- a) It is the intent of this Plan to implement the Town's Transportation Master Plan, and to continuously assess the potential need for adjustments to this Plan in relation to preferred land uses, future development opportunities, and/or related municipal transportation improvements.
- b) The Transportation System is delineated on **Schedule 5: Active Transportation Plan** and **Schedule 6: Road Network Plan**, both of which are premised on the pattern of development and increases in traffic volumes anticipated within Collingwood and the surrounding area to the year 2041. The Transportation System is designed to facilitate the efficient movement of people and goods throughout the municipality, as well to permit through-traffic movement. This Plan provides overarching policies that are intended to complement the more detailed requirements and guidelines identified in the Town's Transportation Master Plan.
- c) All development, including all public works related to the Transportation System, shall conform with the relevant policies of this Plan, and shall be consistent with the requirements and guidelines in the Town's Transportation Master Plan.

- d) This Plan provides a broad based policy framework with respect to:
  - i. Active transportation and complete streets;
  - ii. Public transit;
  - iii. Parking;
  - iv. Transportation demand management;
  - v. Goods movement; and,
  - vi. The road network.

### 6.1.3 Active Transportation and Complete Streets

- a) While Collingwood already has a well-established active transportation network, as shown on **Schedule 5**, the Town will have regard for the long-range active transportation opportunities, particularly regional opportunities, explored through the Simcoe County Trails Strategy and Grey County Cycling and Trails Master Plan. In addition, the Town will consider policies and guidelines related to Active Transportation included with a number of Council adopted Master Plans or Strategies, as well as the Urban Design Manual.
- b) To facilitate implementation of Active Transportation Network, lands already owned by the municipality and those obtained by donation, dedication and direct purchase shall be developed as they become available at the direction of the Town's Parks, Recreation and Culture Department. In addition, the Town may obtain easements and/or enter into agreements with private landowners for the use of lands for temporary or permanent Active Transportation facilities.
- c) Lands obtained for Active Transportation facilities through Parkland Dedication, Community Benefits Charge By-law, if applicable, or other tools, shall be improved by the developer to the satisfaction of the Town. The precise nature of these improvements shall be included as part of the applicable Development Agreement. An Amendment to this Plan shall not be required to facilitate an alternative facility location preferred by the Town as a result of more detailed analysis.
- d) To address the needs, safety, and convenience of pedestrians and cyclists when constructing or reconstructing Active Transportation facilities, the Town will promote the concept of Complete Streets, and will support:
  - i. Built forms and mixed land uses adjacent to Active Transportation facilities that encourage Active Transportation choices;
  - ii. A comprehensive pedestrian sidewalk network throughout the Town that creates direct, convenient, safe and frequent connections between destinations and points of interest, including the Downtown, the Hospital, schools and other institutions, and within a 200 metres radius of a transit stop; and,
  - iii. New public roads shall accommodate Active Transportation facilities through the inclusion of cycle lanes, sidewalks, multi-use pathways, and/or a combination thereof, on both sides of the road, unless otherwise exempted by the Town.

- e) Active Transportation facilities shall be designed to:
  - i. Provide comfortable, pedestrian-friendly and cycling-friendly environments which may include shade trees, street furniture, bicycle racks, lighting and signed and safe street crossings and other traffic controls;
  - ii. Where possible and applicable, connect to Active Transportation facilities in neighbouring municipalities to create a continuous network;
  - iii. Minimize road crossings and, where viable, pedestrian overpasses/underpasses constructed where Active Transportation facilities intersect major roads;
  - iv. Include sidewalks with sufficient width to accommodate accessible and comfortable pedestrian flows, and personal mobility devices;
  - v. Minimize hazard and conflict exposures through the provision of adequate lighting, signage and wayfinding, as well as the management of vehicle speeds;
  - vi. Incorporate changes in elevation and direction, however, steep grades should be avoided;
  - vii. Incorporate suitable travel surfaces appropriate for the intended type of traffic (pedestrians/bicycles/snowmobiles etc.), and be of a material that requires little maintenance;
  - viii. Be parallel to area roads and, as far as possible, be separated from the traveled surface of the road; and,
  - ix. Meet Ministry of Transportation Standards, as designed in Ontario Traffic Manuals.
- f) The Town may adjust the location and/or alignment of existing and future Active Transportation facilities as identified on **Schedule 5**, to accommodate the actual on-ground route, and to respond to new opportunities and/or constraints that arise from time-to-time, without the need for an Official Plan Amendment. On-road refers to facilities within the public road right-of-way, while off-road refers to facilities located outside of a public road right-of-way.
- g) The former CN Rail Line extending between Collingwood and Barrie represented a vital industrial transportation link, and is thought to have an important role to play in the Town's long-range economic growth. It is the intent of this Plan that the potential economic benefits of the former CN Rail Line be maximized through the exploration of future development/tourism opportunities, ideally in a regional partnership with the Town's neighbouring municipalities.

#### 6.1.4 Public Transit

- a) The Town will ensure that all development proposals in areas serviced by public transit are designed to support the provision of an efficient, convenient, and safe public transit service. The Town will encourage the use of public transportation through such means as:
  - i. Locating higher density housing, commercial and mixed-use developments and major employment areas along major transit routes and within 200 metres of existing or planned transit stops; and,
  - ii. Including public transit facilities in the consideration of development proposals.

- b) Through the review and approval of development applications, a dedication of a public transit right of way and/or lands for transit-related facilities may be required for the purposes of implementing the Town's broader transportation goals.
- c) The Town will ensure that the layout of new Arterial Roads and Collector Roads promotes efficient and direct transit routes within and between neighbourhoods.

### **6.1.5 Parking, Access and Loading**

- a) All users shall be provided with adequate off-street parking and in the case of commercial and industrial uses, adequate off-street loading facilities. Access points to off-street parking or loading areas shall be limited in number and designed in a manner that provides for the adequate and safe movement of vehicular and pedestrian traffic.
- b) Parking standards and regulations for all types of land uses will be provided in the Zoning By-law. Minimum and maximum parking standards may be defined, along with requirements for barrier-free spaces and bicycle facilities, to promote accessibility and the use of public transit and active transportation options, and to encourage the efficient use of land.
- c) The Town may consider reductions to parking requirements for:
  - i. Properties within an area or areas where the Town is satisfied that adequate alternative parking facilities are available, or where sufficient transit exists, or is to be provided along with adequate Transportation Demand Management measures; and/or,
  - ii. Specific housing types including affordable/assisted housing and/or special needs housing where the Town is satisfied that adequate parking facilities can be provided on-site, or in proximity to the site, or where sufficient transit exists to serve the residents and/or employees and visitors of the development.
- d) The Town may enter into agreements whereby an owner of lands, buildings, or structures may be exempted from providing or maintaining parking facilities as may otherwise be required, in exchange for the payment of money to the municipality. All money received by the Town under such an agreement shall be paid into a special account, which may be used to offset municipal expenses related to the provision of parking.
- e) To ensure sufficient parking is available in the Downtown, the Town, private enterprise, or the Town in partnership with private enterprise, may devise a plan to develop reasonable parking facilities, consistent with demand. These facilities shall be developed in accordance with the following general principles:
  - i. Parking facilities on municipal roads generally should be limited to parking for shopping and business purposes; that is, short-term parking with a high turnover;
  - ii. The areas behind stores and businesses along Hurontario Street should be developed for off-street parking and rear entrances should be provided to the stores and businesses, wherever practical; and,
  - iii. The development of parking structures in the existing lots abutting Pine Street and Ste. Marie Street shall be encouraged.
- f) To ensure the safe and efficient movement of all users, commercial parking facilities will be subject to Site Plan Approval, and designed, constructed, and maintained to be consistent with the Town's Urban Design Manual and any other applicable Master Plan or Strategy.



### 6.1.6 Transportation Demand Management

- a) The Town may implement a comprehensive Transportation Demand Management program.
- b) The Town will consider reduced parking requirements for development and/or redevelopment where a comprehensive Transportation Demand Management Report is submitted to the satisfaction of the Town.

### 6.1.7 Goods Movement

- a) The Town will ensure safe, efficient and sustainable movement of goods to support economic development and growth. The Town will work with other levels of government, neighbouring municipalities and agencies, as needed, to plan for a strategic goods movement network, including road and rail, which promotes efficient and direct access, supports economic growth and development, and maximizes safety.
- b) To minimize the impact of heavy trucks on residential areas, and facilitating easy access to commercial and industrial areas, the Town shall
  - i. Ensure industrial and major commercial developments are located in proximity to Arterial Roads; and,
  - ii. Restrict through truck traffic on residential streets.

### 6.1.8 The Road Network

#### 6.1.8.1 General

- a) A functional classification of roads within the Town, both existing and proposed, is delineated on **Schedule 6** according to their ultimate-desired function. The Town may adjust the location and/or alignment of existing and future roads as identified on Schedule 6 to accommodate the actual on-ground route, and to respond to new opportunities and/or constraints that arise from time-to-time, without the need for an Official Plan Amendment, subject to a Secondary Plan and/or any required technical studies, to the satisfaction of the Town.
- b) **Schedule 6** should be consulted along with the Town's Transportation Master Plan, other Council adopted Master Plans, applicable engineering standards and the Urban Design Manual, to ensure that the transportation system evolves to serve the Town's growth and to ensure that the principles of Complete Streets will be satisfied within the right-of-way.
- c) In planning for the expansion of existing and planned transportation corridors, the development of municipal infrastructure projects will be coordinated and phased in a manner which is efficient, cost effective.
- d) The Town supports a modified grid pattern road network and connectivity to facilitate transit use and to increase opportunities for walking and cycling trips. Cul-de-sacs, or other disruptions to the modified grid network are generally discouraged.
- e) To determine whether an application for development is appropriate within the context of the policies of this Plan, the applicant may be required to submit a Traffic Impact Study. The Traffic Impact Study shall be prepared by a qualified professional and to the satisfaction of the Town.

### 6.1.8.2 Road Classifications

- a) It is the intent of this Plan to promote and develop an appropriate hierarchy of roads that will ensure the desired movement of people and goods within and throughout the Town. This Plan, supported by the Transportation Master Plan, establishes a classification of roads according to their ultimate-desired function.
- b) The Road Network is identified on **Schedule 6**. For the purposes of this Plan, the following classification of roads is established, consistent with the Transportation Master Plan:
  - i. Provincial Highways/County Roads;
  - ii. Arterial Roads;
  - iii. Collector Roads; and,
  - vi. Local Roads.

#### Provincial Highways/County Roads

- c) Portions of Provincial Highway 26, Beachwood Road and County Road No.'s 34, 32 (Sixth Street) and 124 appear on **Schedule 6**. The Town has no jurisdiction over those portions of these roads which are not classified as connecting links. Accordingly, all development abutting Highway No. 26, County Road 34 and (Simcoe) County Road 32, shall comply with the standards and requirements of the Ministry of Transportation, the County of Grey or the County of Simcoe and access approval shall be obtained from the Ministry or the relevant County.
- d) The long-range planning of the lands adjacent to the realigned Highway 26 right-of-way and Beachwood Road will be addressed through the preparation of a Secondary Plan.

#### Arterial Roads

- e) Arterial Roads include 2 to 6 traffic lanes and are designed to carry large volumes of traffic at relatively high-operating speeds between major traffic-generating areas and/or other Arterial Roads. Arterial Roads shall have priority over Collector Roads and Local Roads in terms of access restrictions, road improvements, intersection improvements and maintenance.
- f) Arterial Roads shall have a minimum right-of-way width ranging from 26 to 36 metres, as defined by the appropriate road authority. Arterial Roads shall be located according to the pattern shown on Schedule 6.
- g) Access to Arterial Roads from abutting properties shall be kept to a minimum. Access to Arterial Roads from residential uses shall be discouraged and only considered where alternate access to a Collector or Local Road is not possible. No access shall be permitted where a traffic hazard would be created.
- h) To minimize the impact of development on existing or planned Arterial Roads, and to preserve the traffic carrying capacity of these roads, the Town will, where feasible:
  - i. Establish minimum and/or maximum setbacks for buildings and structures, and limit and/or reduce the number of access points and driveways;
  - ii. Require a centre left turn lane on Arterial Roads, where there are 25 or more driveways per kilometre and no driveway consolidation is feasible;

- iii. Prohibit reverse frontage development abutting any Arterial Road. Creative alternatives for development along new Arterial Roads that supports the urban design objectives of this Plan, such as laneway housing and/or window streets, that promote improved streetscapes and public safety, shall be encouraged; and,
- i) It is not intended that existing Arterial Roads in built-up areas necessarily be widened or that direct access be eliminated or restricted, except where redevelopment may be taking place.

**Collector Roads**

- j) Collector Roads are existing and proposed roads of 2 to 4 traffic lanes which are designed to collect and carry local traffic to Arterial Roads and/or to distribute traffic to Local Roads. Collector Roads shall have priority over Local Roads in terms of access restrictions, road improvements, intersection improvements and maintenance.
- k) Collector Roads shall have a minimum right-of-way width of 20 to 26 metres. Collector Roads shall be located according to the pattern shown on **Schedule 6**.
- l) Access to Collector Roads from abutting properties will be permitted, but shall be kept to a minimum. No access will be permitted where a traffic hazard would be created.
- m) It is not intended that existing Collector Roads in built-up areas necessarily be widened or that direct access be eliminated or restricted, except where redevelopment may be taking place.

**Local Roads**

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

**Private Roads**

- o) The creation of new lots on private roads and/or the construction of new private roads or extension to existing private roads to support development is discouraged by this Plan. Should public road access not be feasible or appropriate, a reasonable alternative to address municipal interests (e.g., emergency access, connectivity, long-term road maintenance, etc.) is a private condominium road that has frontage on and gains access from a public road. Limited development on existing private roads may be permitted subject to demonstration that a legal right-of-way exists and that the road has capacity to handle additional traffic.
- p) Development on private roads, including private condominium roads, may be subject to an agreement with the Town addressing such matters as limitations on provision of services and/or maintenance, landowner responsibilities, warning clause and future assumption.

**Unopened Road Allowances**

- q) Unopened road allowances are to be preserved as publicly accessible but their level of service is dependant on their environment, land use and status, and ease of access.

### 6.1.8.3 Road Network Improvements

#### Emergency Access/Connectivity

- a) New development may require more than one access route for emergency services to connect to the Road Network. When a single access provided by a proposed road generally exceeds 250 metres measured from the centerline of the existing, intersecting road, or exceeds 100 dwelling units, a second access road will be required to provide an additional route for emergency services. Emergency access roads shall be provided by the development proponent, and shall be a condition of approval for both public and private roads.

#### Road Widening

- b) For the purposes of the *Planning Act*, each roads to be widened are generally outlined in the Town's Transportation Study, as updated periodically. As the traffic conditions warrant, road improvements be undertaken in accordance with the long-range road needs projections.
- c) The Town will obtain road allowance and intersection widenings to meet the designated road allowances listed in this Section by land dedication through the development approval process or by purchase in accordance with the *Planning Act*. The Town may take road allowance widenings as a condition of Draft Plan of Subdivision, Condominium Description, Site Plan Approval or the Consent process pursuant to the *Planning Act*.
- d) The boundaries of the designated road allowance will generally be parallel to the centre line of the original road allowance. The Town shall, wherever possible, take the required road allowance widening equally from either side of the centreline. Where conditions require taking the widening unequally from one side of the centreline, up to 50 percent of the widening will be obtained as a condition of development approval. Any land acquisition greater than 50 percent will be obtained through a negotiated agreement with the landowner.
- e) Allowances for additional on-street parking, turn lanes, and engineering elements such as grading and sightlines not specifically identified in this Plan and additional right-of-way may be required for their construction. Where additional land is required for widenings, extensions and/or intersection improvements, such lands shall be obtained, wherever possible, in the course of approving new development under the authority of the *Planning Act*, the *Municipal Act* and the *Public Transportation and Highway Improvement Act*. The Town may take additional road allowance widenings:
  - i. For cut and fill purposes where the proposed road configuration cannot be achieved within the designated road allowance;
  - ii. To provide sufficient distances and room for auxiliary turn lanes, roundabouts, pedestrian/cycling/transit facilities, street illumination and/or for traffic control devices; and/or,
  - iii. At intersections to provide for daylight triangles. The maximum length of the side of a daylight triangle will be 15 metres.
- f) Where required, road allowance widenings, intersection improvements and road closures will comply with an approved Municipal Class Environmental Assessment process in accordance with the Environmental Assessment Act.
- g) Final road allowance widths may be determined through the completion of detailed design studies as a condition of draft plan approval in accordance with the Town's approved

roadway design standards. The studies will include the placement of services, accommodation of all road users, the allocation of parking, and shall address any traffic concerns or issues to the satisfaction of the Town. The impact on the streetscape, including street lighting, shall also be considered before undertaking any road or intersection widening.

### **Construction of Roads**

- h) The construction of roads within the Town shall proceed in accordance with the following:
  - i. Road crossings through the Environmental Protection Designation, and particularly Silver Creek, Black Ash Creek and the Pretty and Batteaux Rivers shall be kept to a minimum, and new roads shall be designed so as to minimize the impact on the Natural Heritage System;
  - ii. The Town shall ensure the compatibility of the engineering design of new roads with the engineering improvements required for stormwater management.
  - iii. Wherever possible, the principles of traffic calming, including roundabouts, shall be taken into account when new roads are being designed.

### **Intersection Improvements**

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

### **Bridge Improvements**

- j) As future improvements are made to bridges within the Town, they should be designed to accommodate projected traffic volumes.

## **6.2 Municipal Service Infrastructure and Utilities**

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### **6.2.1 Goals**

- a) To provide adequate and sufficient systems of water supply, sanitary sewage disposal, and storm drainage to all areas of development in the municipality in accordance with the staging program established by this Plan and sound financial planning.
- b) To encourage progressive, staged development from existing built-up areas in order to minimize the need for major servicing extensions.
- c) To develop new municipal services and undertake improvements to existing servicing infrastructure bearing in mind the ultimate servicing requirements of the municipality, and the municipality’s ability to finance such projects.
- d) To develop a system of storm drainage sympathetic to areas of environmental sensitivity including the Town’s natural heritage features and hazard lands.

### **6.2.2 General Policies**

- a) This Plan provides overarching policies that are intended to complement the more detailed requirements and guidelines identified in the Town’s Master Servicing Plan.

- b) All development and public works shall conform with the relevant policies of this Plan, and shall be consistent with the requirements and guidelines in the Town's Master Servicing Plan. The Town's Master Servicing Plan provides requirements and guidelines with respect to:
  - i. Wastewater servicing infrastructure; and,
  - ii. Water servicing infrastructure.
- c) All development shall be provided with full municipal servicing infrastructure, unless otherwise exempted by this Plan.
- d) High water users or strong effluent producing uses shall not generally be permitted "as of right" and will require an amendment to the Town's Zoning By-law;
- e) Generally, municipal service infrastructure and public and private utilities are permitted in any land use designation, with the exception of the Environmental Protection Designation or the Adjacent Lands Overlay.
- f) In planning for the expansion of existing and planned transportation and/or infrastructure corridors, the Town will encourage the co-location of linear water, wastewater and stormwater service infrastructure, wherever possible.
- g) Before the approval of any application for development, the Town must be satisfied that adequate municipal servicing infrastructure, including overall system capacity, is available or can efficiently and economically be provided to support the proposal, in accordance with the Town's Water and Wastewater Capacity Allocation Policy. Where adequate municipal servicing infrastructure does not exist, the Town may not approve the application or may use Holding (H) provisions in the Zoning By-law to regulate the timing of development. Where adequate servicing does not exist to support a proposed development, the Town will not be obligated to provide such servicing in advance of development.

### **6.2.3 Municipal Wastewater Servicing Infrastructure**

- a) Development shall provide appropriate wastewater servicing infrastructure as approved by the Town and, where necessary, the Conservation Authority and the Province.
- b) Wastewater servicing infrastructure shall be designed, constructed and maintained to:
  - i. Provide adequate service to proposed developments;
  - ii. Accommodate the full development of the drainage area;
  - iii. Utilize gravity flow wherever possible, to avoid the need for pumping stations;
  - iv. Protect the natural characteristics of the landscapes in which they are located; and,
  - v. Satisfy the engineering/development standards of the Town and/or any agency with jurisdiction.

### **6.2.4 Municipal Water Servicing Infrastructure**

- a) Development shall provide appropriate water servicing infrastructure as approved by the Town and, where necessary, and the Province.
- b) The Town shall direct and accommodate growth in a manner that promotes the efficient use of water and maintains water quality in accordance with Provincial regulations.

- c) Water servicing infrastructure shall be designed, constructed and maintained to:
  - i. Provide adequate service to proposed developments;
  - ii. Provide sufficient quantity and flow to meet capacity for domestic use and fire protection;
  - iii. Accommodate full development of the service area; and,
  - iv. Satisfy the engineering/development standards of the Town and/or any agency with jurisdiction.

### 6.2.5 Private Individual On-site and Single Service Infrastructure

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

#### Existing Uses

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

#### Vacant Lots of Record

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

#### Infilling

- d) While it is expected that major forms of development will occur on full municipal services, infilling may be permitted within areas designated for the proposed use on the basis of private or partial servicing systems, in accordance with the relevant policies of this Plan and the following:
  - i. The land holding will not be capable of being developed into more than two building lots (one existing and one proposed);
  - ii. The adequacy of the proposed water and sanitary sewage disposal systems shall be demonstrated to the satisfaction of the Town of Collingwood;
  - iii. Direct access to arterial roads, particularly County roads and Provincial Highway 26, shall be discouraged and only considered where alternative access to a collector or local road is not available; and,



- iv. The resulting lots shall each have frontage and access onto an open public road which meets minimum municipal standards.
- e) Any development, beyond the scope of that specifically addressed above, shall be considered as major development and shall only be permitted to occur on full municipal services. Private communal services are prohibited and would only be considered in extenuating circumstances such as to address failed private individual on site systems through an amendment to this Plan.

### **6.2.6 Stormwater Management Infrastructure**

- a) It is the intent of this Plan to minimize the volume and maximize the quality of surface drainage from new development. Consequently, run-off from individual development sites is to be minimized and the impact of any proposed development on local and area-wide drainage patterns is to be identified.
- b) Development shall provide appropriate stormwater management facilities as approved by the Town and, where necessary, the Conservation Authority and the Province.
- c) All applications, which includes all plans of subdivision and condominium, industrial, commercial, or institutional development and major public works, shall be accompanied by a Stormwater Management (SWM) Report, and all applications for the creation of more than five (5) new lots by consent shall be accompanied by a SWM Report in circumstances where such a study is deemed necessary by the Town.
- d) The SWM report shall be prepared by a qualified professional, to the satisfaction of the Town, the Conservation Authority and any other agency having jurisdiction and shall be developed in a manner which ensures a stormwater management system that:
  - i. Where a pond is required, it is a landscaped feature, appropriately integrated into the parks and open space system;
  - ii. Adheres to the stormwater best practices as deemed necessary by the Town, the Conservation Authority and appropriate agencies;
  - iii. Meets the levels of protection established by the Town, the Conservation Authority and appropriate agencies;
  - iv. Ensures post-development runoff rates are no greater than pre-development runoff rates;
  - v. Identifies and minimizes the impacts of development on watershed flow regimes including the relationship between groundwater, infiltration, discharge and inflow;
  - vi. Locates facilities, such as detention ponds, outside defined 1:100 year floodplains;
  - vii. Encourages the retention of existing tree cover or natural heritage features, and maximizes the provision of significant grassed and natural areas to facilitate the absorption of surface water into the ground; and,
  - viii. Provides for the protection of fish habitat and the maintenance of natural heritage systems as well as the potential impacts of climate change.

### 6.2.7 Utilities and Telecommunications Facilities

- a) In planning for the expansion of existing and planned transportation and/or infrastructure corridors, the Town will encourage the co-location of linear utilities and telecommunication facilities.
- b) All utilities and telecommunication facilities shall be located underground and be grouped into a single utility conduit, where feasible, in a road allowance or easement.
- c) Where facilities are required to be located above grade, such as telecommunications towers, the Town shall require that appropriate locations are identified and/or cluster sites in consideration of Town policies or procedures and that may take into consideration the location requirements for larger infrastructure elements, whether within public rights-of-way, or on private property.
- d) The Town will support the provision of electronic communications technology involving high capacity fibre optics to enhance telecommunications services.
- e) Public and private utilities will be permitted in all land use designations and will be installed, where possible, within public road allowances. Where facilities cannot be located in a public road allowance, the provision of easements shall be permitted provided that their location does not detract from the function, amenity or safety of adjacent land uses.
- f) Any future high voltage transmission lines should avoid existing residential areas and significant natural features and will be encouraged to locate among existing utility corridors or other rights-of-way, such as roads and railways, in order to minimize the fragmentation of properties.
- g) Transmission lines should be coordinated with existing lines where feasible and, if above ground, should be designed so that the height is appropriate for the scale of the community.

### 6.2.8 Renewable Energy

- a) Wind turbines, solar farms, and other renewable energy installations may be permitted within the Rural Designation, Prestige Employment Designation or General Employment Designation, as identified on **Schedule 2**. For any proposed renewable energy facility, the Town shall require the proponent to proceed through an Environmental Assessment process under the *Environmental Assessment Act*, or at a minimum, through a land use planning approval process under the *Planning Act*, or both. The approvals process will evaluate and assess:
  - i. The impact of the proposal on the views, vistas, and any cultural heritage landscapes in the vicinity, along with an assessment of potential benefits;
  - ii. Whether the nature and scale of the proposal is appropriate, and how any identified impacts can be mitigated; and,
  - iii. How the site will be accessed for maintenance.
- b) The Town may impose limits on the extent, height, and location of any proposed renewable energy installation.
- c) The Town, in partnership with the Province, as appropriate, shall ensure that the necessary agreements are in place to deal with ongoing operation and maintenance of any renewable energy facilities, as well as appropriate protocols for their ultimate decommissioning.

### 6.2.9 Gas and Oil Pipelines

- a) Gas and oil distribution pipelines will be encouraged to locate within a road right-of-way or easement. They will be encouraged to locate in such a manner that does not negatively impact on the function, safety or amenity of adjacent land uses, or roadway operation when accessed.
- b) The Town acknowledges the importance of incorporating consideration for pipeline systems as part of land use planning in the vicinity of pipeline systems.

# 7 Implementation and Interpretation

## 7.1 Implementation

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### 7.1.1 Upper Tier Legislation/Plans

- a) The Town shall implement this Plan by using the power conferred upon it by the *Planning Act*, the *Places to Grow Act*, the *Municipal Act*, the *Ontario Heritage Act*, the *Development Charges Act* and such other statutes as may be applicable.
- b) The Town shall ensure that this Plan is in conformity with the *Planning Act*, the Growth Plan for the Greater Golden Horseshoe, and the County of Simcoe Official Plan. Further, the Town shall ensure that this Plan is consistent with The Provincial Policy Statement. Where there is a conflict between this Plan and any Provincial or County policy documents, the upper tier policies, or the more restrictive policies shall prevail.
- c) The Town shall ensure that all construction shall adhere to the regulations of the Ontario Building Code, the Accessibility for Ontarians with Disabilities Act, applicable County of Simcoe by-laws, and any other relevant legislation.

### 7.1.2 This Official Plan

#### 7.1.2.1 Official Plan Review

- a) The Town will review the policies in this Plan as part of a Provincially mandated review program, to ensure the continued relevance of the objectives and policies contained herein. Such a review will be in accordance with the requirements of the *Planning Act*.
- b) Reviewing of this Plan is required to identify planning issues and trends affecting the Town, to analyze the effectiveness of the policies of this Plan and to allow for adjustments and updating. It is critical to review, update, and consolidate this Plan from time to time to ensure its continued relevance and usefulness.
- c) The Town will review existing and future legislation contained in the *Planning Act*, the *Places to Grow Act*, the *Municipal Act*, the *Ontario Heritage Act*, the *Development Charges Act* and other relevant Provincial statutes that apply to areas of municipal jurisdiction. The Town will, where appropriate, amend existing policy and/or By-laws or pass new By-laws to ensure land uses are properly regulated in accordance with the policies of this Plan, relevant legislation and associated regulations.

#### 7.1.2.2 Monitoring

- a) In order to evaluate the effectiveness of this Plan, the Town will monitor development activity and changes in land use resulting from amendments to this Plan and changes to the Zoning By-law. Where it is deemed necessary due to changes in the physical, social or economic makeup of the municipality, or as a result of new Provincial, County and/or municipal planning policy priorities/directions, this Plan shall be appropriately updated.
- b) Monitoring and measuring the performance of this Plan is critical to determine if:
  - i. The assumptions inherent to this Plan remain valid;
  - ii. The implementation of the policies fulfills the overall vision, principles and intent of the policies of this Plan;

- iii. That development is being carried out in conformity with the policies of this Plan and consistent with the associated plans, guidelines and manuals adopted by the City;
- iv. Provincial growth and intensification targets are being met;
- v. The priorities identified in this Plan remain constant or require change; and,
- vi. Key performance measures shall be developed to guide the monitoring of this Plan.

### 7.1.2.3 Amendments to this Plan

- a) An Amendment to this Plan shall be required where a policy, designation, Schedule or guiding principle is added, deleted, or significantly altered. The Town will consider applications for Amendments to this Plan within the context of the policies and criteria set out throughout this Plan.
- b) All Amendments to this Plan shall proceed in accordance with the *Planning Act* approval requirements set out in this Plan, in addition to any others deemed appropriate by the Town, in consultation with the County, particularly with policies that pertain to ensuring proper public notification and consultation. The responsible approval authority (either the Town or the County) may be assisted in their review of a proposed Amendment by the Conservation Authority, or any other government agency having jurisdiction.
- c) An applicant of an Amendment to this Plan shall be required to submit a planning justification report to demonstrate the rationale for such an Amendment, and shall be required to evaluate and address such matters, including but not limited to:
  - i. Conformity/consistency with Provincial and County policies and plans;
  - ii. Conformity to the vision, community values and policies of this Plan, and other Town adopted By-laws, plans and guidelines;
  - iii. The need for the proposed Amendment;
  - iv. Suitability of the lands for the proposal;
  - v. Land use compatibility with the existing and future uses and built forms on surrounding lands; and,
  - vi. Adequacy of municipal servicing infrastructure and community facilities to support the proposed use.
- d) In order for an application for an Amendment to this Plan to be considered complete, the Town may require the submission of any number of the reports or studies including, but not limited to those listed in this Plan, at the sole discretion of the Town.
- e) In accordance with the *Planning Act*, there will be no appeal with respect to the refusal or failure of the Town to adopt an Amendment to this Plan and/or the passage of a Zoning By-law:
  - i. For the re-designation or conversion of lands designated as an Employment Area; and,
  - ii. For the expansion of the Settlement Area Boundary.

- f) Technical revisions to this Plan will not require an Official Plan Amendment provided they do not change the intent of the Plan. Technical revisions include:
- i. Changing the numbering, cross-referencing and arrangement of the text, tables, Schedules and maps;
  - ii. Altering punctuation or language for consistency;
  - iii. Correcting grammatical, dimensional and boundary, mathematical or typographical errors;
  - iv. Changing or updating appendices; and/or,
  - v. Changing format or presentation.

#### **7.1.2.4 Secondary Plans**

##### **Requirements for a Secondary Plan**

- a) Secondary Plans shall be prepared for all of the DGA-Residential Communities that are not subject to existing approvals and Rural/Agricultural areas as identified on **Schedule 2** to this Plan. Secondary Plans shall be adopted and approved as Amendments to this Plan, and shall promote comprehensive planning, and shall be required to:
- i. Identify the detailed land use and density distribution, and to ensure that the required density target is achieved;
  - ii. Confirm the boundaries of the Natural Heritage System;
  - iii. Identify the location for the Neighbourhood Centres;
  - iv. Identify the parkland system, and the active transportation network;
  - v. Identify the location for any required educational and/or community facilities;
  - vi. Identify the detailed road pattern, including Local Roads, although the Local Road network may be conceptual;
  - vii. Articulate the details for the provision of sewer, water and stormwater management systems;
  - viii. Identify the road network and infrastructure system connections to all properties within and adjacent to the individual designated Greenfield - Community Area;
  - ix. Identify phasing and order of development, including any uses in the public interest to be developed in the earlier phases (e.g., affordable housing, community facilities, parks, schools) and,
  - x. Potentially form the basis for a Developer's Group Agreement, where the identified Neighbourhood Area includes multiple landowners.
- b) The preparation of Secondary Plans shall conform with all relevant policies of this Plan, and shall be consistent with the Urban Design Manual. Required Secondary Plans shall be adopted by the Town and approved by the County as an Amendment to this Plan and shall include all of the necessary supporting technical studies, to the satisfaction of the Town. Required Secondary Plans shall form the basis for the subsequent approval of Draft Plans of Subdivision and Zoning By-laws.

**Secondary Plan Area 1 – Highway 26 East Corridor**

- c) The Highway 26 East Corridor between the Huronia Pathway road allowance in the north-west, the Town of Wasaga Beach in the south-east, Nottawasaga Bay in the north and the southerly limit of Highway 26, encompasses roughly 270 hectares and accommodates approximately 400 single-detached permanent and recreational residential dwelling units in addition to a small array of industrial and commercial uses.
- d) A majority of the existing development in the corridor is situated between Beachwood Road and the Nottawasaga Bay shoreline with more sporadic but still substantial development being found to the south of Beachwood Road. Most of the corridor's vacant lands, up to the Highway 26 right-of-way, are categorized on **Schedule 2** as Core Natural Features Designation, or within the Adjacent Lands Overlay.
- e) At the time of the adoption of this Plan, lands within the Highway 26 East Corridor were subject to a number of significant development constraints including a lack of full municipal services and substandard local roads as well as the aforementioned environmental limitations primarily involving the area's woodlands. In view of these constraints, the Highway 26 East Corridor has been identified as a Secondary Plan Area 1 on **Schedule 2** with the intent that until the Secondary Plan is prepared, development be limited to that permitted by the private individual on-sites and single services policies of this Plan.
- f) In addition, based on historic growth rates and the population allocation assigned to the Town by the County, the preparation of a Secondary Plan will not be necessary during the planning horizon of this Plan.
- g) In the period preceding the preparation of the required Secondary Plan, care shall be taken to maintain the integrity of the natural environment by preventing inappropriate development and through the upgrading of substandard services.

**Secondary Plan Area 2 - Mountain Road West Corridor**

- h) The Mountain Road West Corridor is identified on Schedule 1. It is generally located roughly between the Tenth Line in the east, (Grey) County Road 19 /Osler Bluff Road in the west, (Simcoe) County Road 32 (Sixth Street) in the south and the Georgian Trail and Nottawasaga Bay shoreline in the north, accommodates mixed but dispersed residential, commercial, industrial and recreational development. The area extends to Collingwood's extreme western boundary where it meets the eastern municipal boundary of the Town of The Blue Mountains and approaches the Blue Mountain/Intrawest recreational-resort area.
- i) At the time of the adoption of this Plan, lands within the Mountain Road West Corridor were subject to a number of significant development constraints including a lack of full municipal services, increasing traffic volumes and the identified need to maintain the potential for a Provincial Transportation Corridor, waste disposal assessment areas and environmental limitations involving the Silver Creek watershed, and area woodlands. Beyond this, the Town recognized that the formulation of a comprehensive policy framework for Mountain Road West focused on, among other things, land use and transportation linkages with the burgeoning recreational-resort development to the west could assist in the Town's continuing efforts to broaden its economic (tourism) base.
- j) In view of these constraints, the Mountain Road West Corridor has been identified as a Secondary Plan Area on **Schedule 1** with the intent that development be limited on the lands designated as Rural to that permitted on individual private on-site services where the adequacy of the proposed method of water supply and sanitary sewage disposal is demonstrated to the satisfaction of the Town and/or the Province, pending the preparation of a Secondary Plan. The constraints are particularly significant in Concession XII which in the Town's view, is the most likely location for a potential Provincial Highway Corridor.



Until the precise location of this Corridor is identified, applications for development within the Mountain Road West Corridor shall be forwarded to the Province for review.

- k) In addition, based on the Town's land supply, historic growth rates and the population allocation assigned to the Town by the County, there is no need to re-designate further lands from Rural to urban uses until at a minimum the next five year review. Although it is the Town's preference that a Secondary Plan be completed for the entire area prior to development occurring, it is recognized that certain lands were designated for urban uses as of January 19th, 2012.

### **7.1.3 The Zoning By-law**

#### **7.1.3.1 General**

- a) The Zoning By-law shall specifically implement the policies of this Plan by regulating the use of land, buildings or structures in accordance with the provisions of Section 34 of the *Planning Act* and, where appropriate, may be more restrictive than this Plan.
- b) The Zoning By-law shall include and refine the lists of permitted uses identified in this Plan. It is not the intent of this Plan that every permitted use within each designation necessarily be permitted on every site within the designation.
- c) The Zoning By-law will include regulations for development to ensure compatibility and appropriate transitions between different uses and built forms. Development standards within the Zoning By-law may include, among other matters, building setbacks, build-within zones, step backs, angular planes, lot area, lot coverage, lot frontage, height and gross floor area restrictions.
- d) Within three years of the adoption of this Plan, the existing Zoning By-law will be reviewed and amended, or a new Zoning By-law prepared and adopted, to conform to the policies of this Plan, in accordance with the *Planning Act*. The existing Zoning By-law shall remain in effect until such time as it is amended to bring it into conformity with this Plan. Any amendments to the Zoning By-law shall be in conformity with this Plan.

#### **7.1.3.2 Amendments to the Zoning By-law**

- a) Amendments to the Zoning By-law may be permitted when the Town is satisfied that:
  - i. The proposed use and/or building/structure will be compatible with adjacent development;
  - ii. The proposed use does not pose a danger to adjacent uses by virtue of any defined hazardous nature;
  - iii. The proposed use will not pollute any water and/or soil or otherwise threaten the environment, and natural heritage feature or its ecological function;
  - iv. The proposed use conforms to the policies and designations of this Plan, the Official Plan of the County of Simcoe and the provision of the *Planning Act*; and,
  - v. Municipal service infrastructure, including municipal water and wastewater capacity if applicable, is sufficient to support the proposed use.
- b) In order for an application for an Amendment to the Zoning By-law to be considered complete, the Town may require the submission of any number of the reports or studies including, but not limited to those listed in this Plan, at the sole discretion of the Town.

### 7.1.3.3 Existing Uses

- a) Uses of land which legally existed as of the date of adoption of this Plan may be recognized by an appropriate zoning category in the By-law and extensions and/or the construction of accessory buildings may be permitted in accordance with any other applicable policies of this Plan.

### 7.1.4 The Committee of Adjustment

- a) The Town may appoint a Committee of Adjustment to consider minor variances, and other matters, to the Zoning By-law and for Consents to Sever lots, in accordance with the provisions of the *Planning Act*. The Committee of Adjustment may permit minor enlargements or extensions of legally-complying buildings or structures but shall not grant permissions to enlarge or extend the building and structure beyond the limits of the land owned and used in connection therewith on the date the by-law was passed.
- b) Decisions of the Committee of Adjustment will maintain the general intent and purpose of this Plan, and will be in accordance with requirements of the *Planning Act* and all other applicable legislation.
- c) In order for an application for approval of a Minor Variance or a Consent to Sever to be considered complete, the Town may require the submission of any number of the reports or studies including, but not limited to those listed in this Plan, at the sole discretion of the Town.

### 7.1.5 The Subdivision of Land

- a) Lot creation within the Town shall only be permitted where:
  - i. The lands are serviced by full municipal water supply and sanitary sewage disposal systems, except for those lands specifically exempted from this requirement by this Plan; and,
  - ii. Access is provided to a Town-owned road of suitable quality to accept traffic generated by the proposed land use. Alternatively, where access to a Town-owned road is not possible, the lands may be accessed from a road under the authority of the County or the Province where, in advance of considering the creation of a new lot, or lots, the Town has been provided with confirmation from the appropriate road authority that that an access permit would be available for the proposed consent.
- b) Access to an Arterial Road from proposed low density residential uses (single-detached/semi-detached/small-lot single-detached/duplex dwellings) shall be discouraged and only considered where alternate access to a Collector Road or Local Road is not possible.
- c) The Town shall ensure that lot creation is prohibited where:
  - i. There is a negative impact on significant natural heritage feature or its associated ecological function;
  - ii. The potential for future planned development is substantially inhibited or limited; and/or,
  - iii. A traffic hazard will be created due to the curve, grade and/or existing traffic volumes on the road upon which any of the lots front.

### 7.1.5.1 Plan of Subdivision/Condominium

- a) All lands within the Town shall be subject to Subdivision Control pursuant to the relevant provisions of the *Planning Act*. Further, only those development proposals submitted under the *Planning Act* and/or the *Condominium Act* that conform to the policies of this Plan shall be considered for approval.
- b) The division of land shall occur by Plan of Subdivision/Condominium where:
  - i. More than 4 lots are proposed to be created;
  - ii. A new road or extension to an existing road is required, extension of services and/or reconfiguration of the stormwater management system is required; or,
  - iii. The Town deems it necessary in the public interest for the proper and orderly development of the lands.
- c) The Town, when considering applications for Plans of Subdivision/Condominium, will comply with the provisions of the *Planning Act* and/or the *Condominium Act*, and will conform with all relevant Provincial policies and plans, along with the policies and procedures of the Conservation Authority and any other government agency having jurisdiction.
- d) In order for an application for a Plan of Subdivision/Condominium to be considered complete, the Town may require the submission of any number of the reports or studies including, but not limited to those listed in this Plan, at the sole discretion of the Town.
- e) Pursuant to the provisions of the *Planning Act*, the Town may enact a By-law to exempt properties or blocks within an approved Plan of Subdivision from Part Lot Control, to:
  - i. Create townhouses or semi-detached lots;
  - ii. Realign or adjust lot boundaries where no new lots are created; and,
  - iii. Facilitate mechanical severances, such as additions to lots, easements, land dedications, etc.
- f) Individuals proposing to develop lands may enter into a Subdivision/Condominium Agreement with the Town addressing, among other things, engineering design requirements, cost responsibilities, security bonds, staging and development timing, to the satisfaction of the Town. All Subdivision/Condominium Agreements shall be registered on title.
- g) Where an Amendment to this Plan is necessary to facilitate a Plan of Subdivision/Condominium, Council approval of the Official Plan Amendment is required prior to, or concurrent with consideration of the Plan of Subdivision/Condominium.
- h) If an Amendment to the Zoning By-law is necessary to facilitate a Plan of Subdivision, the Council approval of the Rezoning prior to, concurrent with consideration the Plan of Subdivision/Condominium or will be required as a condition of draft approval.
- i) After 3 years of giving approval to a Draft Plan of Subdivision, the Town may:
  - i. Lapse the Draft Plan approval, and require that a new application for approval be submitted that is in conformity with the policies of this Plan; or,

- ii. Extend the approval for may be permitted, where the Town is satisfied that the applicant has made significant progress in satisfying the conditions of Draft Plan approval and available municipal water and wastewater capacity if applicable, subject to the following conditions:
  - > Under no circumstances shall the Town extend a Draft Plan approval if the approval has lapsed before a permissible extension is given; and/or,
  - > Under no circumstances shall a Draft Plan approval be extended for more than a cumulative or single 3 year period.
- j) Generally, extensions will not be permitted beyond 1 year except where extenuating circumstances are demonstrated such as changes in ownership, unforeseen economic hardships, or significant progress has been made in satisfying the conditions of draft approval only requiring minor additional actions to move to registration.

#### **7.1.5.2 Consent to Sever**

- a) Any application to the Committee of Adjustment for Consent to Sever a parcel of land will only be considered when it is clearly evident that a Plan of Subdivision is not required in the public interest.
- b) Consent to Sever may also be granted for legal or technical reasons, such as for boundary adjustments, lot additions, easements, rights-of-way, leases, validation of titles, or other similar purposes that do not result in the creation of a new lot.
- c) In order for an application for Consent to Sever to be considered complete, the Town may require the submission of any number of the reports or studies including, but not limited to those listed in this Plan, at the sole discretion of the Town.
- d) Where an Amendment to this Plan is necessary to facilitate a Consent to Sever, Council approval of the Official Plan Amendment is required prior to, or concurrent with consideration of the Consent to Sever by the Committee of Adjustment. The application for the Official Plan Amendment shall precede consideration of the Consent to Sever by the Committee of Adjustment.
- e) If an Amendment to the Zoning By-law is necessary to facilitate a Consent to Sever, Council approval of the Rezoning is required prior to, or concurrent with consideration of the Consent to Sever by the Committee of Adjustment or will be required as a condition of consent.
- f) When a Minor Variance from the requirements of the Zoning By-law is required to facilitate a Consent to Sever, it shall be considered concurrently or included as a condition of approval of the Consent, if the Committee is satisfied that a Minor Variance is appropriate.
- g) In the case of a lot created for residential purposes, the Committee of Adjustment may require the conveyance of parkland dedication or a cash payment in lieu of land in accordance with the Town's Parkland Dedication By-law and/or a payment under the Community Benefits Charge By-law, where applicable. In the case of a lot created for industrial or commercial purposes, the Committee of Adjustment may require the conveyance of parkland dedication or a cash payment in lieu of land in accordance with the Town's Parkland Dedication By-law.
- h) All lots created by consent, with exception of those that are also the subject of an application for a Plan of Condominium, shall have adequate and appropriate frontage on and gain access from a public road, maintained year-round.

- i) The proposed lot(s) and lands to be retained following a Consent to Sever shall be of an appropriate size and have adequate frontage on a public road for the existing and proposed uses.

### **7.1.6 Legal Non-Conforming Uses, Buildings or Structures**

- a) Land uses which legally existed on the date of the approval of this Official Plan that are neither designated in this Plan nor zoned in the Zoning By-law as a permitted use are termed legal non-conforming uses and, in the long-run, should cease to exist and be replaced by uses, buildings, and/or structures that conform to this Plan and comply with the Zoning By-law.
- b) The use of lands, buildings, and/or structures which do not conform to the Zoning By-law but which were in lawful existence prior to the approval of the Zoning By-law, and which continue to be used for such a purpose, will be recognized as legal non-conforming uses. If such legal non-conforming uses cease for a period of up to one year, then the legal non-conforming status will lapse and rights derived from such uses will terminate.
- c) Notwithstanding any other Policy in this Section of this Plan, a legal non-conforming use destroyed by fire or natural disaster may be rebuilt provided that the dimensions of the building and/or structure are not substantially increased, the use of the building and/or structure is not substantially altered, and all applicable approvals are obtained.
- d) The Town may evaluate the possibility and feasibility of acquiring a property incorporating a legal non-conforming use, building or structure at the time of the submission of an application for an extension or enlargement. At the same time, consideration may also be given to the possibility of relocating the use to a designated and zoned location where it would be able to function and produce under improved conditions in accordance with the policies of this Plan.
- e) In some instances it may be desirable to permit the extension or enlargement of such a legal non-conforming use in order to avoid unnecessary hardship to the landowner, or where the Town considers the purchase of the property to be unrealistic but nevertheless finds that the merits of the application deem it desirable to grant permission for the proposed extension or enlargement of any legal non-conforming use, building or structure, the Town may pass a Site Specific Amendment to the Zoning By-law. Such a By-law may be passed without Amending this Plan providing that:
  - i. The proposed extension or enlargement will not create a negative impact on the environment and will not pose a significant threat to human health and safety;
  - ii. The proposed extension or enlargement shall be limited to a maximum of 15 percent of the existing Gross Floor Area and shall not unduly aggravate the situation created by the existence of the use, especially in regard to the policies of this Plan and the requirements of the Zoning By-law applying to the area;
  - iii. The proposed extension or enlargement shall be in appropriate proportion to the size of the existing use established prior to the date of the passing of the Zoning By-law;
  - iv. The characteristics of the existing use and the proposed extension or enlargement shall not create or increase any undue, adverse impact that would add to the incompatibility of the existing use to the surrounding area. The Town may consult with appropriate approval authorities when dealing with extensions to non-conforming uses which may produce pollution problems;
  - v. The neighbouring conforming uses will be protected from the proposed extension or enlargement by the provision of areas for landscaping, buffering, or screening or

appropriate setbacks for buildings and structures, devices and measures to reduce nuisances and/or where necessary, by regulations for alleviating adverse effects. The above measures shall be applied to the proposed extension or enlargement and, wherever feasible, also be applied to the established use in order to improve its compatibility with the surrounding area;

- vi. Traffic generation and parking conditions in the vicinity will not be adversely affected and traffic hazards will be kept to a minimum by appropriately-designed ingress and egress points to and from the site and improvements to site conditions especially in proximity to intersections, so as to provide maximum safety for pedestrian or vehicular traffic;
- vii. Adequate provision has been, or will be made for off-street parking, loading and unloading facilities; and,
- viii. Necessary municipal services such as storm drainage, water supply, sanitary sewage disposal facilities and roads are available or can be made available.

### **7.1.7 Site Plan Approval**

- a) Site Plan Approval will be used by the Town in accordance with the provisions of the *Planning Act* as a means of achieving well-designed, functional, accessible, safe, sustainable built form and public space. Site Plan Approval is one of the key tools for implementing the Town's policies on Urban Design in accordance with this Plan, policies and guidelines within Council adopted Master Plans and the Urban Design Manual, attached to this Plan as Appendix X.
- b) The Town will establish, by By-law, a Site Plan Approval Area which encompasses all of the lands within the boundaries of the Town and is applicable to all development, with the specific exemption of new single-detached dwellings, semi-detached dwellings and duplex dwellings. Additional Residential Units that conform to the policies of the Plan and the associated regulations of the Zoning By-law shall also be exempt from the requirement for Site Plan Approval.
- c) The Town may exempt other forms of development which would otherwise be subject to Site Plan Approval where it considers such approval to be unnecessary due to the type or scale of development proposed. The Town may by By-law:
  - i. Require Site Plan Approval as a condition of a subdivision/condominium agreement or any other type of development agreement;
  - ii. Require Site Plan Approval as a condition of any decision of the Committee of Adjustment; and,
  - iii. Require Site Plan or Building Permit Approval prior to the issuance of a demolition permit(s) for properties designated under the Ontario Heritage Act, and for those properties that the Town has identified as having significant heritage attributes.
- d) In addition to the provisions of the Zoning By-law, and where different land uses or building types abut each other, transitional features may be required through Site Plan Approval, to mitigate potential adverse impacts between the developments and to ensure compatible development through visual screening, landscaping, fencing, and other forms of buffering. Site Plan Approval may be used by the Town to ensure:
  - i. Adherence to proper development standards including the provision of adequate interior public walkways and accessibility for persons with disabilities;

- ii. Safe and efficient movement of both vehicular and pedestrian traffic as it related to the exterior of the development and the surrounding area;
- iii. Functional and attractive on-site facilities such as landscaping, lighting and garbage facilities are provided and maintained;
- iv. Conveyance of any required lands or easements to the municipality for maintenance or improvements of drainage works, watercourses, public utilities, roadways or similar undertakings;
- v. Proper grading, storm drainage and maintenance in regard to surface water and erosion;
- vi. Control the massing and exterior design of buildings including without limitation the character, scale, materials, colour, appearance and design features. The site plan process shall also be used to assess and control the sustainability features of the exterior design of buildings; and,
- vii. Control the sustainable design elements on any adjoining highway under a municipality's jurisdiction, including without limitation trees, shrubs, hedges, plantings and other ground cover, permeable paving materials, street furniture, curb ramps, waste and recycling containers and bicycle facilities.

## **7.1.8 Other Provincial Planning Tools**

### **7.1.8.1 Inclusionary Zoning**

- a) Pursuant to the *Planning Act*, Inclusionary Zoning may be implemented by the Town in the future for the purposes of authorizing the inclusion of affordable housing units within buildings or projects containing other residential units, and for ensuring that those affordable housing units are maintained as such over time.

### **7.1.8.2 Community Improvement**

- a) Pursuant to the *Planning Act*, the Town may designate areas for community Improvement, carry out studies and identify public sector improvements, and create financial incentives to the private sector in order to:
  - i. To stabilize and enhance existing development by providing a safe, convenient and attractive environment for the Town's residents;
  - ii. To provide for and encourage the ongoing maintenance, improvement, rehabilitation and renewal of the Town's residential, commercial, industrial and recreational areas including the rehabilitation of brownfield sites;
  - iii. To encourage the provision or increase the supply of affordable and attainable rental and ownership housing opportunities;
  - iv. To maintain and improve the economic base of the Town; and,
  - v. To promote Arts & Culture that will benefit the community as a whole.
- b) The Town may by By-law designate the whole or any part of an area as a Community Improvement Project Area. It is the intent of this Plan that community improvement projects be undertaken in identified areas as needed, whenever funds are available, provided the Town is satisfied that it can reasonably finance and afford the cost or its share of the cost. For the purpose of a Community Improvement Plan, the transfer of funds between upper



and upper tiers is allowed. In order to determine the areas needing community improvement, and to establish a Community Improvement Project Area, the following shall be analyzed and evaluated on a geographic basis. Community Improvement Project Areas shall be selected on the basis of the need:

- i. For improvements to municipal service infrastructure and/or improvements to the public realm (streetscapes, parks, community facilities);
  - ii. For enhancing the amount, variety, and/or quality of housing to meet the needs of the Town's residents, including opportunities for affordable housing;
  - iii. To mitigate conflicts between/among existing land uses;
  - iv. To resolve environmental problems and/or human-made hazards; and/or,
  - v. To consider the development potential of vacant or underutilized buildings, lots or blocks.
- c) The Town shall implement Community Improvement projects within a Community Improvement Project Area by one or more of the following methods:
- i. By designating, by By-law, the whole or part of any Community Improvement Area for the purpose of the preparation and implementation of Community Improvement Plans pursuant to the Planning Act;
  - ii. By participating in available Provincial and Federal funding programs to assist in the implementation of a Community Improvement Plan;
  - iii. By encouraging participation of the development industry in the implementation of a community improvement plan by:
    - > Establishing the environment for change through the articulation of a clear vision for the future, establishing facilitative planning policies and providing administrative support;
    - > Reducing the risk of the development approval process by ensuring timely development approval processes and pre-zoning sites for appropriate forms of development; and,
    - > Reducing the cost of redevelopment by reducing Development Charges, Community Benefits Charges, Parkland dedication requirements and parking requirements;
  - iv. By supporting and encouraging the participation of local community groups, service clubs and other public organizations in the implementation of a community improvement plan, particularly as their assistance might relate to recreational uses and community facilities and services;
  - v. By improving, acquiring or disposing of land and/or buildings in a designated area in accordance with a community improvement plan;
  - vi. By developing and enforcing a Property Standards By-law;
  - vii. By upgrading utilities, municipal services and recreational community facilities; and,
  - viii. By the application of the Ontario Heritage Act to support the preservation of historic or architecturally significant buildings and the use of funding programs under the Act.

### 7.1.8.3 Holding By-law

- a) Pursuant to the *Planning Act*, the Town may pass a Holding By-law for the purpose of delaying development within specific areas until the development criteria contained in the policies of the various land use designations in addition to all other relevant policies of the Town, County and Province has been satisfied.
- b) Without limiting the generality of the foregoing, it is the intent of this Plan that holding provisions may be applied in circumstances where the Town is satisfied regarding the anticipated use of a parcel of land as designated in this Plan but considers the actual development of the lands for the intended use to be premature pending the requirements and/or conditions of development as specified in the Holding By-law, including water and wastewater capacity consideration.
- c) Land subject to holding provisions shall be identified within the Zoning By-law by the placement of an “H” immediately after the relevant zone symbol. Permitted uses within areas subject to holding provisions shall be limited to the uses existing at the time of the passing of the Holding By-law. The Holding By-law may also be utilized to restrict the expansion of existing uses. Notwithstanding these limitations, the Town may permit development, which it deems to be similar to or compatible with the designated land use as delineated on **Schedule 2**.
- d) Without limiting the generality of the foregoing, it is the intent of this Plan that holding provisions may be applied in circumstances where the anticipated use of a parcel of land conforms with this Plan but the actual development of the lands for the intended use to be premature pending the requirements and/or conditions of development. Such municipal requirements and/or conditions of development may include, but shall not be limited to, the following:
  - i. That adequate municipal services, including water and sewer services, are available to service the proposed development;
  - ii. That development or redevelopment is appropriately phased;
  - iii. That a secondary plan or a comprehensive plan for one or more parcels of land has been prepared;
  - iv. That draft plans of subdivision/condominium and/or site plan agreements, where deemed appropriate, have been approved;
  - v. That necessary transportation facilities are available to service the proposed development; and,
  - vi. That necessary studies have been prepared.
- e) The holding symbol shall be removed from the lands so zoned by an Amendment to the Zoning By-law once the Town is satisfied that development can proceed in accordance with the policies of this Plan and that the provisions of the Hold are met, including any required studies and entering into development agreements with the Town, where applicable.

### 7.1.8.4 Community Benefits Charges By-law

- a) The Town may prepare a background study and enact a By-law under the provisions of the *Planning Act*, to ensure that the capital cost of defined Community Benefits can be collected. The Town may enact a Community Benefits Charge By-law that applies to the Town as a whole, and/or to specific geographic areas within the Town.

- b) In addition to the exemptions included within the *Planning Act*, the Town may exempt some or all of the Community Benefits Charge or exempt certain development or redevelopment from the Community Benefits Charge as a means to promote specific development, redevelopment or revitalization objectives in accordance with this Plan.

#### **7.1.8.5 Interim Control By-law**

- a) Where the Town, has by By-law or Resolution, directed that a review or a study be undertaken with respect to land uses in the Town, or in defined areas of the Town, it may pass an Interim Control By-law pursuant to the *Planning Act* which serves to control the use of land, buildings or structures within the Town, or in defined areas of the Town.

#### **7.1.8.6 Temporary Use By-law**

- a) Pursuant to the *Planning Act*, temporary uses may be permitted. Before passing a By-law to permit a temporary use, the Town shall be satisfied that the following requirements, which are relevant to the specific application are, or will be, fulfilled in order to safeguard the wider interests of the general public:
  - i. That the proposed development is consistent with the temporary nature of the proposal,
  - ii. That the proposed use will be compatible with adjacent uses,
  - iii. That the size of the parcel of land and the building to be used is appropriate for the proposed use,
  - iv. That services such as water, sewage disposal and roads are sufficient,
  - v. That any undue, adverse impacts such as noise, vibration, fumes, smoke, dust, odour, lighting and traffic generating capacity are considered to ensure that the temporary use will not be detrimental to adjacent uses or the wider community,
  - vi. Where necessary, neighbouring uses will be protected by the provision of areas for landscaping, buffering or screening, appropriate setbacks for buildings, structures or uses, devices or measures to reduce nuisances, regulations for alleviating undue, adverse effects;
  - vii. That the by-law has suitable regulations in regard to setbacks, lot coverage, parking and other such items as may be required either through the text of the By-law or by reference to the Town's Zoning By-law, and,
  - viii. That the use is in keeping with the intent of this Plan.

#### **7.1.8.7 Parkland Dedication**

- a) Parkland Dedication will occur in accordance with the provisions of the *Planning Act*. The Town shall prepare a Parkland Dedication By-law that requires that land be dedicated to the Town in an amount not exceeding:
  - i. 2 percent of land proposed for development or redevelopment for commercial or industrial purposes; and/or,
  - ii. 5 per cent of land proposed for development or redevelopment in all other cases.
- b) As an alternative, in the case of land proposed for development or redevelopment for residential purposes, the Town's Parkland Dedication Bylaw may require that land be

conveyed to the Town at a rate of one hectare for each 300 dwelling units proposed, or at a lesser rate as may be specified in the Bylaw. The land conveyed shall be used by the Town for park or other public recreational purposes. Where cash-in-lieu of land is to be collected, it shall be limited to a maximum equivalent value of 1 hectare for each 500 dwelling units.

- c) The Town may also accept cash-in-lieu of any required parkland dedication, or part thereof.

#### **7.1.8.8 Community Planning Permit System**

- a) The Town may prepare a background study and enact a By-law under the provisions of the *Planning Act*, to establish a Community Planning Permit System within the Town as a whole, and/or to specific geographic areas within the Town.

#### **7.1.8.9 Development Charges By-law**

- a) The Town will prepare a background study and enact a By-law under the Development Charges Act, to ensure that the initial capital cost of growth related services does not place a financial burden upon the Town's existing taxpayers, and to ensure that new taxpayers bear no more than the growth-related net capital cost attributable to providing the current level of services.
- b) The Town may enact a Development Charges By-law that applies to the Town as a whole, and/or to specific geographic areas within the Town. In addition, the Town may exempt some or all of the Development Charge or exempt certain development or redevelopment from the Development Charge as a means to promote specific development, redevelopment or revitalization objectives in accordance with this Plan.

#### **7.1.8.10 Other By-Laws**

- a) The Town may also establish other by-laws deemed necessary for the development of complete and healthy communities including but not limited to demolition, property standards, sign, site alteration, and tree preservation by-laws.

#### **7.1.9 Land Acquisition**

- a) The Town may acquire and hold lands within the Town for the purposes of implementing this Plan in accordance with the provisions of the *Planning Act*.
- b) It is the intent of the Town to work cooperatively with the County, the Conservation Authority, the Province, the Government of Canada, Land Trusts and private property owners to establish ongoing financial, policy and legislative support for the protection and enhancement of all significant natural heritage features and their associated ecological and hydrological functions, within the Environmental Protection Designation of the Natural Heritage System, or the increase of supply of affordable housing in accordance with the policies of this Plan.
- c) Mechanisms to secure lands within the Environmental Protection Designation of the Natural Heritage System or to facilitate the construction of affordable housing, may include, but are not limited to, the following property acquisition tools:
  - i. Land dedications/conveyance;
  - ii. Voluntary sale and public purchase through funds allocated in the Town's budget;
  - iii. Land swaps/exchanges;

- iv. Donations, gifts, bequests from individuals and/or corporations;
  - v. Density transfers; and/or,
  - vi. Other appropriate land acquisition methods.
- d) It is recognized that the Town may not be able to acquire or secure in public ownership all of the lands that are within the Environmental Protection Designation of the Natural Heritage System. Where lands within the Environmental Protection Designation of the Natural Heritage System are not in public ownership, the Town will work cooperatively with the landowners to protect the identified natural, environmental and cultural heritage features and/or their associated ecological functions on private lands.
- e) In instances where the Town may not be able to acquire or secure in public ownership all of the lands that are within the Environmental Protection Designation of the Natural Heritage System, the Town shall consider the following stewardship techniques to ensure the appropriate level of protection for the significant natural heritage features and their associated functions:
- i. Municipal land use controls including zoning;
  - ii. Information and education programs;
  - iii. Stewardship agreements;
  - iv. Charitable tax receipts;
  - v. Conservation easements; and/or,
  - vi. Any other appropriate agreements with the landowners.
- f) The Town may establish a Land Securement Fund to be used to contribute to the costs of acquisitions for specific properties that are within the Environmental Protection Designation of the Natural Heritage System and/or that are deemed suitable for the provision of affordable housing.
- g) The Town may provide an annual budget allocation for a Land Securement Fund and may authorize staff to pursue funding partners and other funding opportunities to achieve the vision for the lands within the Natural Heritage System and/or the Town's Affordable Housing Master Plan.

## **7.1.10 Municipal Finance**

### **7.1.10.1 Fiscal Responsibility**

- a) The implementation of this Plan must be fiscally responsible, by ensuring that the required capital expenditures to provide services for development and infrastructure improvements are paid for in an equitable and appropriate manner. The Town will strive to maintain financial sustainability and integrity by managing its financial resources and by undertaking development in a fiscally responsible manner.
- b) Future development will be monitored to ensure that a balance is maintained between demands for service and the overall fiscal capacity of the Town.
- c) Where possible, the Town will use financial mechanisms available to it under any legislative authority, including the *Municipal Act*, *Development Charges Act*, *Planning Act* and any

other applicable legislation, for the purposes of land use planning and the provision of municipal servicing infrastructure and community benefits.

- d) The Town may request a Municipal Financial Impact Assessment from the owner/applicant of any development application. The terms of reference of such a study will be determined by the Town. The Assessment will be prepared, and may be peer reviewed at the owner/applicant's expense. Development applications or proposals may be refused or deferred on the basis of financial impact and burden on the Town, if suitable mitigation measures are not available.

#### **7.1.10.2 Capital Works Program and Budget**

- a) It is the intent of this Plan that, wherever possible, the Town, on the basis of the policies contained within this Plan, establish a staged program for the implementation of community facility-related works, municipal service infrastructure, public works and/or any other municipally-assisted projects within the Town. A five-year capital improvement program should be developed to systematically implement it. This program should be reviewed annually as part of the capital budget procedure.
- b) The Town will undertake capital works programs, in accordance with the approved capital budget, to provide the municipal services and infrastructure necessary for Strategic Growth Areas and new growth.

#### **7.1.11 Public Meetings and Notification**

- a) In order to adequately inform the general public as to the policies and proposals contained herein, the Town shall, upon receiving the County of Simcoe's approval of this Plan, reproduce this Plan and make it available to the general public.
- b) The Town recognizes that public consultation is a key component of many planning processes. The policies of this Plan seek to support opportunities for public participation, while balancing the need to process development applications within the timelines prescribed by the *Planning Act*.
- c) The *Planning Act* contains provisions regarding public meetings, notification requirements, and processing timelines for the consideration of development applications. The Town will follow the public notification procedures and regulations on planning matters in accordance with the provisions of the *Planning Act*, and in some instances, the Town may exceed these requirements as deemed appropriate and as outlined in this Section.
- d) The Town may use the provisions for public meetings and notifications outlined in this Section, to allow for enhanced consultation during the early review process and not rely solely on the notice of public meeting as outlined in the *Planning Act*. This will foster communication and education of issues to people and groups early in the decision-making process.
- e) The Town may use a variety of communication methods to seek input on planning matters or to provide information to the general public. Depending on the issues, and in accordance with the *Planning Act*, the Town shall choose the most appropriate method of communication, which may include any or all of the following:
  - i. Direct mail-outs, including post and/or e-mail;
  - ii. Public notice signs;
  - iii. Surveys, electronic or mail-out;

- iv. Public Open Houses;
  - v. Statutory Public meetings; and/or,
  - vi. Town website.
- f) In addition to the methods identified in this Section, the Town may use the following mechanisms to promote public participation in the planning process by:
- i. Requiring the proponent to post one or more signs, clearly visible to the general public, on properties undergoing a planning approval process; and,
  - ii. Any other means deemed appropriate by the Town.
- g) In order to adequately inform the public and to obtain their views prior to consideration of an Amendment to either this Plan and/or the Zoning By-law, Town shall have the option of requiring that a Public Open House be advertised and held. The Public Open House may be held a minimum of 7 days prior to the Statutory Public Meeting. The purpose of the Public Open House is to present the planning application and to obtain preliminary comments from those who may be affected by the application. Applicants and/or their agents are encouraged to attend.
- h) Where a Statutory Public Meeting is required for a planning application, the Town shall follow the notification requirements pursuant to the *Planning Act*.
- i) A Statutory Public Meeting under the Planning Act shall not be required for minor administrative or technical amendments to this Plan.
- j) Regulations to the Planning Act, require applicants to provide as part of a complete application to the approval authority, a strategy for consulting with the public related to applications for plan of subdivision, vacant land condominium description zoning by-law amendment or official plan amendment. The Town requires that as a minimum the Planning Act requirements and generally two (2) additional public consultation methods be used as part of an applicant-developed public consultation strategy, depending on the scale and type of the proposal where the Town is the approval authority. County of Simcoe strategy requirements must also be included in the submission to the Town in the case of an official plan amendment.
- k) A public consultation strategy required by sub-section k) is to include at minimum a summary of the following elements:
- i. The scope and objectives of consultation;
  - ii. The methodology to be used;
  - iii. How public comments will be considered;
  - iv. An outline of how the results will be reviewed and documented; and
  - v. A communication plan (if required).
- l) The Town may develop more detailed public consultation strategy guidelines to implement the policies in this Plan.



## 7.1.12 Development Applications

### 7.1.12.1 Pre-Consultation Meeting

- a) Formal pre-consultation with the Town and relevant commenting agencies shall be required prior to the submission of any development application required under the *Planning Act*, in accordance with the Town's Pre-Consultation By-law. The person or public body requesting the amendment or approval shall submit a pre-consultation package for review by the Town.
- b) The purpose of the pre-consultation meeting shall be to review a draft development proposal for the lands affected by the proposed application(s), and identify the need for, and the scope of, other information and materials considered necessary by the Town and other affected agencies to allow for a comprehensive assessment of the development application(s).
- c) The Town may waive the requirement for formal pre-consultation, where the Town has identified that due to the nature of the proposal, the need for and scope of required information and materials can be determined without formal pre-consultation.
- d) Development applications submitted to the Town prior to the formal pre-consultation meeting shall be considered incomplete and returned to the applicant.

### 7.1.12.2 Complete Application Requirements

- a) The Town shall determine the information and materials necessary for submission with the application based on the nature of the proposal, and in accordance with the list of Studies identified in this Plan.
- b) Any or all of the information outlined in this Section may be requested from applicants to ensure that all relevant and required information pertaining to a development application is available at the time of submission, enabling the Town to make informed decisions within the time periods prescribed by the *Planning Act*.
- c) Any information provided in support of an application for development submitted under the *Planning Act* is considered public, and is available for public review.
- d) For planning applications to be deemed complete, the following mandatory items shall be submitted to the Town, and shall be carried out to the satisfaction of the Town.
  - i. Application Form;
  - ii. Covering Letter;
  - iii. Record of Pre-consultation;
  - iv. Materials required by legislation/regulation;
  - v. Supporting documentation as required by the Town; and,
  - iii. Required Fees and deposits, including a signed contingency deposit agreement where applicable.
- e) The Town may require provision of supporting documents at its sole discretion as part of a complete application, including but not limited to those listed in **Table 2: Required Supporting Documents**:

**Table 2: Required Studies**

<ul style="list-style-type: none"> <li>- Active Transportation Report</li> <li>- Affordable Housing Report</li> <li>- Agricultural Impact Assessment</li> <li>- Air Quality Study</li> <li>- Area Management Plan for Stormwater</li> <li>- Archaeological Assessment</li> <li>- Secondary Plan</li> <li>- Building Details (including elevations, colours, materials)</li> <li>- Building Matrix</li> <li>- Carbon Emissions Assessment</li> <li>- CPTED Report (Crime Prevention Through Environmental Design)</li> <li>- Contamination Management Plan and Remediation Strategy</li> <li>- Cultural Heritage Report</li> <li>- D4 Landfill Study</li> <li>- Employment Land Needs Assessment</li> <li>- Engineer's Report (Building Condition)</li> <li>- Environmental Impact/Natural Heritage Study</li> <li>- Economic Cost/Benefit Analysis</li> <li>- Electrical Economic Evaluation Plan</li> <li>- Environmental Site Assessment</li> <li>- Erosion Hazard/Sediment Control Plan</li> <li>- Fire Safety Plan</li> <li>- Fisheries Impact Study</li> <li>- Floodplain Analysis</li> <li>- Flooding, Erosion and Slope Stability Study</li> <li>- Fluvial Geomorphology Analysis</li> <li>- Functional Servicing Report</li> <li>- Geotechnical/Soil Stability Report</li> <li>- Grading Plan (Cut and Fill Plan)</li> </ul>	<ul style="list-style-type: none"> <li>- Heritage Conservation Plan</li> <li>- Growth Management Analysis</li> <li>- Height Survey of Adjacent Buildings</li> <li>- Heritage Impact Assessment</li> <li>- Hydrogeology/Hydrology Study</li> <li>- Illumination Plan</li> <li>- Infrastructure Servicing Study</li> <li>- Land Assembly Documents</li> <li>- Land Use Compatibility Study</li> <li>- Landfill Impact Study</li> <li>- Landscape Plan</li> <li>- Marina or Coastal Engineering Study</li> <li>- Master Drainage Plan</li> <li>- Master Fire Plan</li> <li>- Mineral Aggregate Resource Analysis</li> <li>- Municipal Financial Impact Assessment</li> <li>- Needs/Justification Assessment</li> <li>- Neighbourhood Design Plan</li> <li>- Neighbourhood Traffic Calming Options Report</li> <li>- Noise and/or Vibration Study</li> <li>- Odour, Dust Nuisance Assessment and Mitigation Report</li> <li>- Park Concept Plan</li> <li>- Parking Study</li> <li>- Peer Review Studies</li> <li>- Pest Control Plan</li> <li>- Phase I Environmental Site Assessment</li> <li>- Phase II Environmental Site Assessment</li> <li>- Phasing Plan</li> <li>- Planning Report</li> <li>- Public Consultation Strategy</li> <li>- Record of Site Condition</li> <li>- Recreation Needs Study</li> </ul>	<ul style="list-style-type: none"> <li>- Rental Housing Conversion Study</li> <li>- Residential Land Needs Assessment</li> <li>- Restoration Plan</li> <li>- Restricted Land Use Declaration Form</li> <li>- Sensitive Land Use Report</li> <li>- Servicing Plan</li> <li>- Sun/Shadow and/or Wind Analysis</li> <li>- Site Plan/proposed Draft Plan of Subdivision and/or Condominium</li> <li>- Slope Stability Report</li> <li>- Soil Report</li> <li>- Spray Analysis - Golf Courses</li> <li>- Statement of conformity with Minimum Distance Separation Formula</li> <li>- Stormwater Management Report/Plan</li> <li>- Street Parking Study</li> <li>- Survey (completed within the last five years preceding the application submission date)</li> <li>- Sub-Watershed Plan</li> <li>- Sustainability Assessment</li> <li>- Traffic/Transportation Impact Study</li> <li>- Transportation Design Study</li> <li>- Tree Inventory and/or Tree Preservation Study</li> <li>- Top-of-Bank Demarcation</li> <li>- Urban Design Report including Architecture and Streetscape Design</li> <li>- Wellhead Protection Area - Risk Assessment Report</li> <li>- Wind Analysis</li> </ul>
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- f) The Town may develop terms of references, guidelines, and/or standards to provide direction on the circumstances where certain supporting documentation will be required if not stipulated by this Plan and/or the content of the documents.
- g) The Town may develop performance checklists or indices to assist with evaluating the merits of development applications in the context of the policies in this Plan addressing such matters as but not limited to healthy development, sustainability, climate change resiliency, green development, and urban design.
- h) All Information, supporting documents and materials prepared in accordance with the policies of this Plan shall be subject to the following requirements to be deemed complete:
  - i. All information, studies and materials required by the Town shall be prepared by an appropriately designated qualified professional, in accordance with applicable legislation, to the satisfaction of the Town, retained by, and at the sole expense of the applicant;

- ii. The applicant may be required to submit any other supporting information, studies and materials identified by the Town during the formal pre-consultation process for the application to be deemed complete;
- iii. The Town may request or conduct a peer review of any information, studies and materials submitted where the Town:
  - > Lacks the appropriate expertise and/or internal resources to review such information, studies and materials; and/or,
  - > Is not satisfied with the extent and quality of the work submitted by the applicant.

Such peer review shall be completed by an appropriate agency or professional consultant retained by the Town, at the applicant's expense. Where a peer review is requested by the Town, the application will not be deemed complete until:

- > The peer review study has been submitted to the Town, and the Town is fully satisfied with the extent and quality of the work, including any requirements for additional or supplementary work identified through the peer review process; and,
  - > The Town has been fully reimbursed by the applicant for the cost of the peer review study.
- i) Incomplete applications submitted to the Town will not be accepted and shall be returned to the applicant. The Town may deem an application to be incomplete and refuse all information, supporting documents and materials, submitted as part of a complete application(s) if it considers the quality of the submission unsatisfactory.

## **7.2 Interpretation**

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### **7.2.1 Definitions**

- a) This Plan includes a number of words or phrases that require a common understanding of their meaning:
- i. The term “conform with” when used in this Plan means to comply with the policies or requirements of this Plan. Conformity is a mandatory requirement of this Plan, unless otherwise modified by specific wording to the contrary;
  - ii. The term “consistent with” when used in this Plan means to comply/conform with the policies or requirements of this Plan, unless there are compelling circumstances that do not permit compliance/conformity;
  - iii. The use of the words “shall”, “will”, or “must”, when used in connection with an action by the Town are not to be interpreted as the Town's requirement to undertake actions immediately or as a commitment on the part of the Town to take action within a specified timeframe;
  - iv. The use of the words “shall”, “will”, or “must”, when used in connection with a requirement for development applications, is a mandatory policy or requirement of this Plan;

- v. The use of the words "should" or "may" when used in this Plan means something that ought to be done. It is however, a discretionary, not a mandatory policy or requirement of this Plan;
  - vi. The term "encourage" when used in this Plan means to give support to, or give favorable consideration to a matter or thing; and,
  - vii. The term "enhance" when used in this Plan means to complement and improve the physical, functional, aesthetic or intrinsic value of the natural environment, neighbourhood, place, area, building, structure or facility.
  - viii. The term "target" when used in this Plan means a goal to be achieved, or a specific desired outcome that supports the achievement of an objective.
- b) For the purpose of interpreting this Plan, the definitions in the *Planning Act*, the *Ontario Heritage Act*, the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe and other applicable Provincial legislation, plans and guidelines shall apply. In all other instances, terms shall be defined in accordance with their common usage and, if necessary, reference to the Canadian Oxford Dictionary.

### **7.2.2 Land Use Boundaries and Roads**

- a) The location of boundaries and symbols, including land use designations shown on the Schedules to this Plan, are intended to indicate the general location, except where they coincide with highways, roads, railways, watercourses or other bodies of water, or other clearly recognizable or defined physical features. Future road and active transportation networks shown on the Schedules to this Plan are illustrated in approximate locations only. As such, Amendments to this Plan will not be required in order to make minor adjustments to the approximate land use boundaries, location of roads, or service area boundaries, provided that the general intent of this Plan is preserved. Such minor deviations will not necessarily be reflected on the attached Schedules to this Plan.
- b) Where a parcel of land is subject to two or more land use designations, the policies of each designation shall apply to the portion of the lands so designated.

### **7.2.3 Numeric Standards**

- a) It is intended that all numeric standards be considered approximate and not absolute. Amendments to this Plan shall not be required for minor variations from the criteria providing the general intent of this Plan is maintained.

### **7.2.4 Subsequent Legislation/Companion Documents**

- a) Where a Provincial or Federal Act, regulation or guideline is referred in this Plan, it is intended that such reference be interpreted to include any subsequent legislation, regulation or guideline that may replace the specified Act. Similarly, where reference is made to County or Provincial Ministries or agencies, it is intended that such reference be intended to include any Ministry, agency or government branch who may assume responsibility for a particular policy/regulation currently administered by the referenced organization.
- b) Where reference is made to any Council adopted Master Plan, Strategy, Guidelines Manual, or municipal By-law, or any Appendix to this Plan, it is intended that such reference be interpreted to include any subsequently revised or updated version, policy, regulation or guideline that may replace the specified companion document, or municipal By-law or any Appendix to this Plan.

### 7.2.5 Technical Revisions

- a) Where an error is discovered in the text or a Schedule such as a typographical, grammatical, spelling, numbering or other similar type of mistake, the error may be corrected without obtaining an amendment to the Official Plan provided that the general intent, purpose and substance of the Official Plan is maintained.