



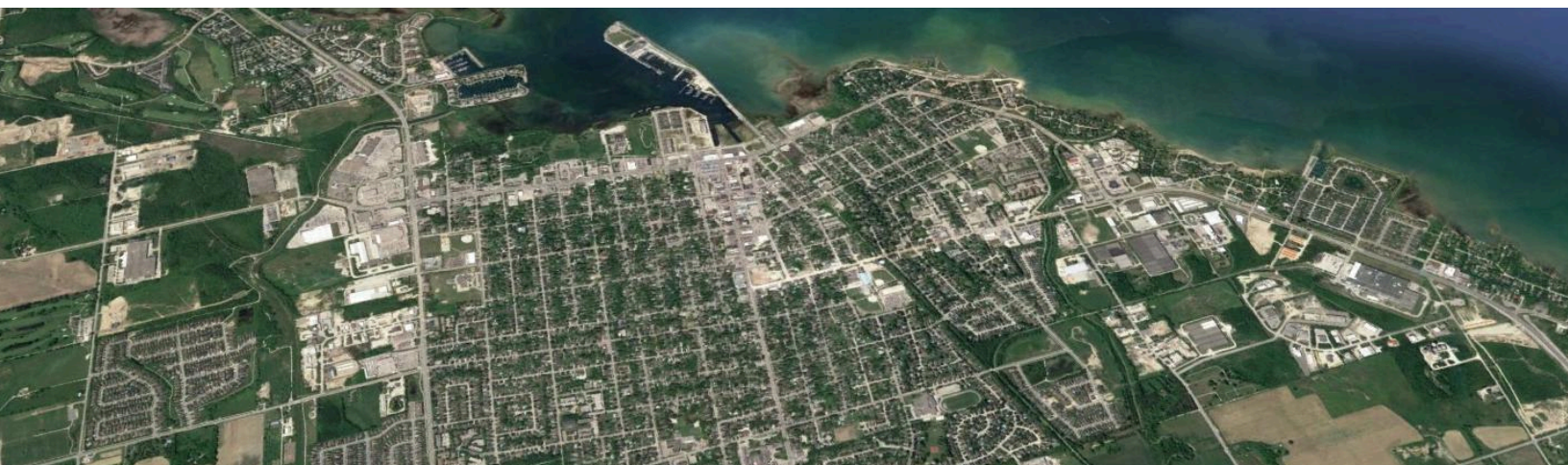
ZONE THE FUTURE
COLLINGWOOD
— NEW ZONING BY-LAW —

Intensification, Design and Sustainability

Zoning By-law Technical Paper #3

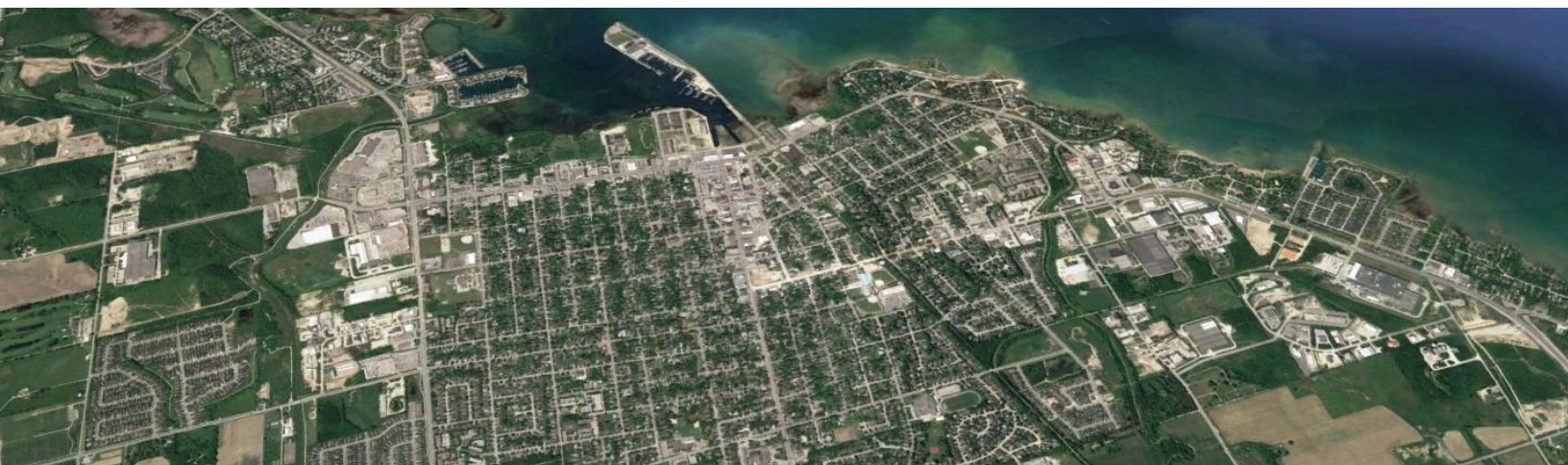
Town of Collingwood

September 2024



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Zoning By-law Technical Paper

Intensification, Design, and Sustainability

Executive Summary

This is Technical Paper #3 in a series of papers that will be used to guide the community through its Zoning By-law update. This paper examines how zoning provisions can support intensification, design, and sustainability by considering:

- Compact urban form.
- Compatibility.
- Building design, form, and function.
- A diverse mix of land uses accessible by active transportation and transit.
- Climate change mitigation and adaptation measures, including reducing risks associated with flooding and extreme heat.

Through a review of good planning practices, recent trends in zoning, and the Town's adopted Official Plan, this paper identifies a series of permissions and standards to be considered to provide appropriate treatment for intensification, additions or rebuilding of existing dwellings, urban design, and sustainable development:

- Carrying forward the content of the Quick Wins Zoning By-law Amendment from July 2024 and completing analysis and recommendations on additional housing-related items from that work (housing and places of worship or public service-type properties, aligning density and parking permissions with transit routes and schools, and consideration of residential units above commercial properties).
- Transition regulations around height in strategic growth areas (e.g., Downtown, the growth corridors) to the low-rise residential areas neighbouring those areas.
- Regulations related to street fronts of buildings in key locations to support walkability, active streetscapes, and placemaking design principles.
- Provisions related to enhancing neighbourhood character, including allowable lot coverage, height restrictions, building orientation tools, and roof pitch and design regulation, landscaping requirements, and alignment of elements of new construction with existing heritage buildings.
- Similar provisions related to sustainable development, including counting landscaped areas on rooftops toward zoning compliance, considering building orientation to maximize energy efficiency, and permissions for renewable energy facilities can also be considered. (Note that a zoning by-law is limited by the Planning Act in its ability to mandate green design, with such standards generally contained in guideline documents for consideration.)
- Parking standards will be reviewed with an eye toward reducing standards, perhaps on a district-level scale, or considering varied or increased standards for

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key nodes and corridors. Consideration can also be given to carpool or car-share standards, shared parking standards in mixed-use projects, electric vehicle standards, and bicycle parking standards.

1 Introduction

The Town of Collingwood is growing with the population expected to increase to 42,690 with 18,540 jobs by 2051. This growth will be supported through Official Plan policies that promote complete, healthy, sustainable, and affordable communities. As with other municipalities in Ontario, Collingwood is facing a housing crisis in terms of supply, choice, and affordability, depleting industrial lands, and a lack of commercial and office availability. To prepare for growth, the Town needs to consider innovative and sustainable ways to accommodate new residents and jobs. The Official Plan has set out a sustainable approach to growth that includes intensification as a sustainable growth option, particularly along the mixed-use corridors and in strategic growth areas such as Downtown. The Official Plan promotes intensification in appropriate locations in a manner that aims to be compatible with existing neighbourhoods.

1.1 Intensification and Urban Design

Intensification, as defined in the Provincial Policy Statement (PPS), means the development of a property, site or area at a higher density than currently exists through redevelopment, development of vacant and/or underutilized lots, infill development, or the expansion or conversion of existing buildings. The benefits of intensification include creating more compact and walkable neighbourhoods, reducing the reliance on the private automobile by increasing the viability of public transit and active transportation, supporting local businesses and attracting investment, creating more housing choices and affordability within the developed and built-up portions of the Town, reducing our carbon footprint by utilizing underutilized lots and buildings, and managing infrastructure/asset management costs.

Although intensification has many benefits, careful consideration must be given to the design of the new development and how it is incorporated into an existing neighbourhood or area. Urban design plays an important role to ensure that new development is compatible and sensitively integrated into the community or neighbourhood and does not have any undue negative impacts of the surrounding uses. Where more intense built form is introduced, various impacts must be considered and mitigated, such as shadowing; loss of privacy, increased overlook, loss of canopy cover; visual impact; traffic and parking; and noise.

A fundamental element of the Official Plan is to ensure new development is compatible with its surrounding built form and context. The Official Plan defines compatible

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development as “...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.”

Compatibility will be considered in the evaluation of all development. Neither a zoning by-law or site plan control can control the materials or the architectural style of new development but can assist with ensuring appropriate transitions between built forms in terms of use, height, massing, orientation, and landscaped area, lot coverage, and that setbacks and building separations are generally maintained.

1.2 Sustainability

Introducing sustainability as a lens for future development will lead to communities that are safer, more active, healthier, financially prosperous, and more resource conscious. Provincial policy directs planning authorities to mitigate the *impacts of a changing climate* by supporting energy conservation, efficient land use and development patterns, and embracing the use of *green infrastructure* and natural areas for water infiltration.

Discussion on climate change action and positive initiatives must start at the local level and focus on issues that are impacting a specific area. Not all areas are the same, nor do they have the same issues. Understanding local conditions makes environmentally sustainable approaches more effective and impactful. For Collingwood, growth creates an opportunity for the Town to ensure an efficient and compact development pattern that supports healthy outcomes through the delivery of housing options, a connected mobility system, and resilient and cost-effective infrastructure.

There is a need to make our built environments more resilient to the impacts of climate change, through a responsible use of land, resources, and infrastructure. Zoning, by its design, is limited in how prescriptive it can be with respect to environmental design. It cannot set constructions or mandate design features. While this is discussed in detail in Section 4.3 of this paper, care will be taken to ensure the appropriate regulations are contained in the new Zoning By-law (and where further tools or guidelines may be required).

Together, intensification, urban design, and environmental sustainability offer the opportunity to significantly manage growth and shape the Town in a meaningful way that supports a complete and healthy community.

1.3 Compatible Development

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”. As provided under Section 1.1 of this paper the definition of compatibility is a starting point to ensure that there are clear

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tests and that new development in the Town is appropriately integrated in the existing context.

The definition of compatibility includes a variety of key phrases that require further detailed articulation:

Development in the vicinity - 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/redevelopment that must be considered, including:

- **Major redevelopment**, where land assembly and/or significant development intensification are proposed—likely in mid- or high-rise built form, or an employment use. The vicinity here should be more extensive, a minimum of 300 metres from the site of the proposed development.
- **Minor redevelopment**, where land assembly is not necessarily required, but existing buildings are demolished and replaced by new intensified development, changes to an existing building/property are proposed, or there is minor infill of a vacant lot. 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 less—within a few properties on either side and across the street of a proposal.

Enhance an established community. This is a general phrase that needs to be articulated. 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 determining what form of building can “enhance” that character, and what form 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.

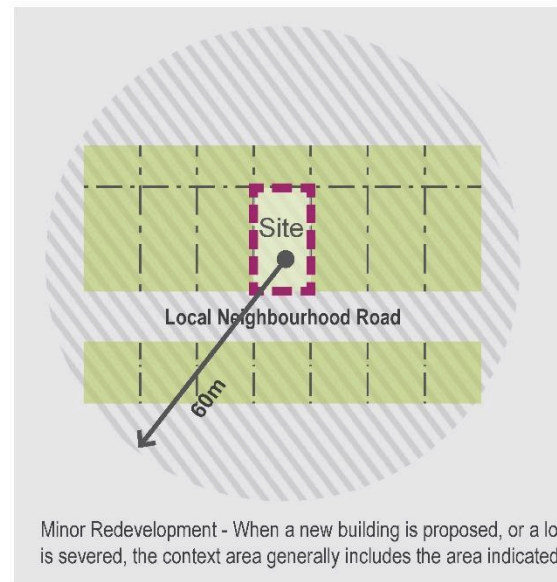
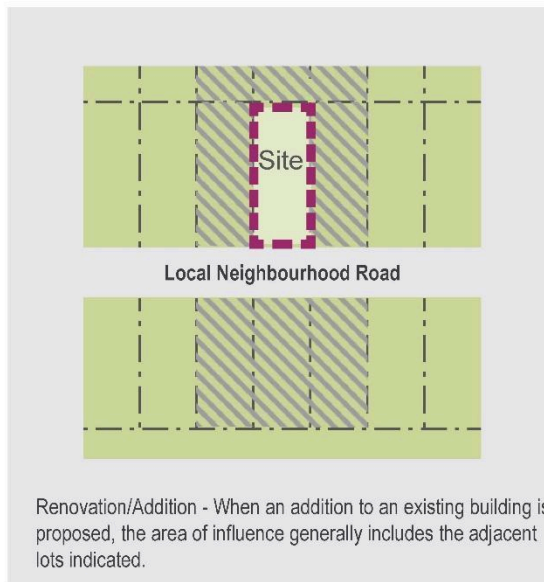
Coexistence without undue, adverse impact on surrounding properties. This is usually related to easily identifiable/quantifiable impacts like shadow, privacy, traffic, and parking problems. In some instances, the concept of visual impact may be established as an important development review criterion. Visual impact analysis will need to be tied to the attributes that define the area’s character, either on a community-wide or defined vicinity basis.

In determining compatibility, an area of influence in the vicinity of the new development shall be used. New development should be compatible with the existing development within its area of influence. The scale of new development determines the appropriate scale of the area of influence.

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Scale of new development	Area of influence for determining compatibility
Major Redevelopment - land assembly; significant intensification, employment use	neighbourhood or community based, 300 metres from site
Minor Redevelopment - conversion, demolition, or redevelopment of existing building or property	streetscape/block or 60 metres in all directions
Renovation/Addition - renovation or addition to a building on an existing lot	existing building and immediate neighbours (including across the street)



Diagrams generally illustrating the area of influence, in relation to the scale of building proposed.

Versions of standards frameworks such as this exist in Ottawa and Oakville, as examples of best practices.

The focus of compatible development within a defined Mixed-Use Corridor or Core Area is less about compatible community character as new development is specifically

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promoted to change the character of these mixed-use corridors, and is more focused on ameliorating undue, adverse impacts on adjacent properties.

As such, the following considerations should be taken into account to ensure compatibility where intensified development is proposed within an identified Mixed-Use Corridor or Core Area:

- Consider the height and massing of nearby buildings, and where appropriate, incorporate buffers and/or transitions in height and density to adjacent properties;
- Provide, or permit the reduction of on-site amenity space that is reflective of the evolving urban and mixed-use context; and,
- Implement appropriate urban streetscape patterns, including block lengths, setbacks, and building separations.

Some elements of compatibility are beyond the scope of a zoning by-law and should be addressed through site plan control, design guidelines, or engineering standards. A number of zoning tools that can be used to support compatibility, and discussed in more details under Section 4, include setbacks, height, angular plane, stepbacks, separation distances, and lot coverage, among others.

1.4 Form Based Zoning

To support the Official Plan's sustainable approach to growth through intensification, the Town needs to ensure that the right forms of intensification occur in the right places, with an emphasis on regulating how development will fit, and in many instances, reinforce the character of the surrounding context.

An approach that several municipalities across Ontario have taken is form-based zoning by-laws, moving away from a more traditional approach of controlling and separating uses to one that is more proactive and based on place-making and built form. There is often a concern related to intensification and its potential to adversely impact established neighbourhoods. Form-based zoning is an effective approach to regulating intensity.

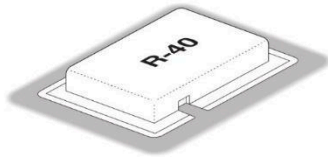
The Form-Based Code Institute defines form-based zoning as "...a land development regulation that fosters predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as the organizing principle for the code".

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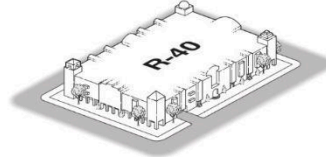
Conventional Zoning

Density use, FAR (floor area ratio), setbacks, parking requirements, maximum building heights specified



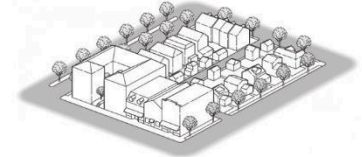
Zoning Design Guidelines

Conventional zoning requirements, plus frequency of openings and surface articulation specified



Form-Based Codes

Street and building types (or mix of types), build-to lines, number of floors, and percentage of built site frontage specified.



Comparison of Zoning Approaches (Source: Form-Based Code Institute, 2022)

For reference, Floor Area Ratio (FAR), as used in the diagram on the previous page, and Floor Space Index (FSI), which is the terminology used in this document, are interchangeable terms meaning the ratio of a building's total floor area to the size of land on which the building is built. Further discussion and a graphic are provided under Section 4.

Form-based zoning would be suitable for the Town's new zoning by-law and would implement the form-based Official Plan policies. Form-based zoning would provide an approach that will assist with streamlining zone categories and definitions, respecting the historic or existing context by reflecting the existing built form setting, supporting transition to adjacent zone categories, looking at the relationship between intensity and form, and focusing on placemaking and how Collingwood should look and feel, while still maintaining the appropriate overall mix of permitted uses to support a complete, healthy, affordable, and sustainable community.

2 Existing Provincial Policy Framework

2.1 Provincial Policy Statement, 2024

The Provincial Policy Statement is issued under the authority of the *Planning Act* and will come into effect on October 20, 2024.

Intensification

An overarching theme of the Provincial Policy Statement (PPS) is the promotion of complete communities, housing options, and the careful coordination and management of land uses to accommodate appropriate development to meet the full range of current and future needs of the community, while achieving cost effective development patterns.

Section 2.2 of the PPS requires the provision of an appropriate range and mix of housing options and densities that meet the needs of current and future residents through minimum targets to provide for housing that is affordable, facilitating all types of residential intensification, and promoting efficient use of land, resources, and infrastructure.

Section 2.4 directs planning authorities to focus growth in strategic growth areas to ensure a range and mix of housing options, intensification, and mixed-use development. It also requires planning authorities to prioritize transit-supportive development and set development standards to minimize housing costs and facilitate compact form.

Compatibility

Section 2.8 promotes economic development through a mix and range of employment and institutional uses, and encourages intensification of employment uses and compatible, compact mixed-use development to support complete communities. Further, lands within 300 metres of employment areas shall avoid or mitigate potential impacts on the long term economic viability of the employment use. Further under Section 3.5 the PPS sets forth policies related to land use compatibility of major facilities and sensitive land uses. These uses are to be planned to avoid, or minimize and mitigate any potential adverse effects from odour, noise, or other contaminants.

Energy Conservation, Air Quality and Climate Change

Section 2.9 of the PPS speaks to supporting energy conservation and efficiency, improving air quality, reducing greenhouse gas emissions, and preparing for climate change. Planning authorities can generally achieve this through land use and

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development patterns that promote compact, transit-supportive, and complete communities, green infrastructure, and low impact development. Section 3.8 supports the opportunity for energy supply through district energy and renewable and alternative energy systems.

Section 3.6 promotes the use of existing municipal services to accommodate forecasted growth. Further, under 3.6.8 planning for stormwater management shall minimize erosion and changes in water balance through green infrastructure, maximize vegetative and pervious surfaces, and promote stormwater management best practices including attenuation and reuse, water conservation and efficiency, and low impact development.

3 Existing Municipal Policy Framework

This section presents directives regarding intensification, design, and sustainability found in the current Official Plans of the County of Simcoe and the Town of Collingwood. This includes outlining the areas appointed as a focus for strategic intensification.

Further, this section identifies municipal policy tools other than the Zoning By-law that can be coordinated with the Zoning By-law to achieve the Town's intensification, design, and environmental sustainability goals.

3.1 County of Simcoe Official Plan, 2023

Intensification

The County of Simcoe Official Plan (OP) growth management framework highlights that a portion of new growth will be accommodated through intensification.

Primary settlement areas are suitable for high intensification targets, public transit services, and high-density targets for designated Greenfield areas, with full municipal water services and municipal sewage services. Additionally, municipalities with primary settlement areas will identify and plan for intensification within these areas in their official plans. They will ensure the development of high-quality urban form and public open spaces through site design and urban design standards. These standards aim to create complete communities that are attractive, inclusive, and vibrant places that support walking, cycling, and are transit-supportive for residents of all ages and abilities.

Priority will be given to infill and intensification proposals that utilize existing infrastructure and public services facilities.

Section 3.5.25 identifies that the minimum intensification target for all new residential units for the Town of Collingwood is 40%. The Simcoe OP directs local municipalities to develop and implement their own intensification strategies through their official plans, promoting efficient use of land in built-up areas and identifying intensification areas to achieve targets, promoting mixed use areas within settlements, identifying appropriate areas for redevelopment, as well as the appropriate type and scale, and generally identifying ways to mitigate the effects of intensification on residential areas.

With respect to affordable housing and intensification, policies in Section 4.3 encourage local municipalities to permit lot intensification wherever possible, such as secondary or accessory suites in residential buildings.

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Environmental Sustainability and Climate Change

Section 3.5.16 directs development within a settlement area to be based on a sustainable and logical progression of development. When determining phasing of development, it will be considered if the development promotes sustainability and energy efficient design and contributes to achieving a complete community.

Urban Design

The development of high-quality urban form and public open spaces within primary settlement areas will be ensured through site design and urban design standards that create attractive, inclusive places for residents of all ages and abilities, supporting walking and cycling everyday (Section 3.5.7).

The OP directs that development within built-up areas and designated Greenfield areas may be of higher density but should be compatible with adjacent residential areas. Means to ensure compatibility may include transitional densities, built form, and land uses (Section 3.5.30). Settlement form and building design should prioritize energy and water conservation, wastewater management, current or future public transit, integrated paths, trails, and bicycle routes.

Under Section 4.8 (Transportation), there are policies that guide the design of major development proposals, by secondary plan, and by plan of subdivision. These locational designs are generally secured through development applications but could consider use permissions tied to the presence of mixed-use buildings or other community amenities.

It is also a policy of the OP that development on main streets, in downtown areas, and public facilities should incorporate Complete Streets principles and local municipal design guidelines to accommodate increased pedestrian and vehicular traffic, where appropriate. The Zoning By-law can support this with building design regulations, mixed use requirements, and other site design standards.

3.2 Town of Collingwood Official Plan, 2023

Intensification

The Collingwood Official Plan sets forth several community priorities for land use planning at the beginning of the document. One of the priorities includes promoting compact, walkable, and transit-supportive development and intensification that is compatible with existing development patterns. Through Section 3.2, the Town aims to ensure a range and mix of housing types by maintaining a minimum 15-year supply of land for residential growth and a 3-year supply of zoned and approved residential units. To promote affordable housing, the Town may allow projects with at least 10% affordable units to exceed density and height limits without plan amendments, provided they have proper zoning and site plan approval.

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Section 4.3 sets forth policies for accommodating projected growth. Growth in Collingwood will occur mainly through intensification within the Built-Up Area Boundary and within Greenfield Areas. The plan promotes 50% of new residential units within the Built-Up Area Boundary annually until 2051, with defined Strategic Growth Areas for higher density, mixed-use development to support various planning objectives, including climate change response, diverse housing, and integrated transit. These areas will accommodate residential and population-related employment opportunities, aiming for a minimum density of 55 residents and jobs per hectare. Intensification in Residential Community Areas will focus on mid-rise buildings and additional residential units, while Employment Areas will encourage appropriate industrial and business park uses.

The targeted mix of unit types for new residential development is 35% single and semi-detached, 35% townhouses, and 30% apartments.

Intensification is supported within the Existing Neighbourhoods Designation of the Official Plan (Section 5.2 Residential Community Areas), primarily focusing initiatives on gentle density, which recognizes the character of existing neighbourhoods with minimal impact on a neighbourhood through modest residential infill, small scale redevelopment, and additional residential units (ARUs). The Town's Quick Wins Housing Focused Zoning By-law Amendment, approved in July 2024, permits up to four residential dwelling units on residential and rural lots, permitting ARUs in both existing or planned dwellings or within accessory buildings. Intensification is also supported within the Downtown Core Designation, accommodating through redevelopment opportunities with a focus on vacant/underutilized lands (Section 5.3.1 The Downtown Core Designation). Residential intensification is further supported within the Mixed-Use Corridor II Designation, where it is intended to be transit supportive and with particular attention to urban design.

Together, the Zoning By-law shall require a permissions framework that supports meeting this requirement.

Promoting Environmental Sustainability and Climate Change

Section 3.7 sets forth policies for promoting environmental sustainability and climate change adaptation. The Town aims to build resilient, livable, and healthy communities by adopting comprehensive climate change adaptation and mitigation measures. This includes developing Collingwood as a complete, compact, and healthy community with enhanced public transit and active transportation options. The Town promotes efficient land use, protects natural heritage features, and encourages energy and water-efficient buildings. Initiatives such as green infrastructure, biodiversity promotion, urban forest enhancement, and infrastructure adaptation to extreme weather are key components.

A Climate Change Action Plan will guide these efforts, incorporating energy and greenhouse gas inventories, reduction targets, and a framework for monitoring and

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updating the plan. The Town will also support sustainable development through tools like the Urban Design Manual and Community Benefits By-law. Energy conservation, renewable energy systems, LEED standards for buildings, and reducing carbon emissions through compact urban development are prioritized. Additionally, the Town will manage its urban forest to maintain and enhance tree canopy cover, encourage native species planting, and ensure tree preservation in development projects.

Urban Design

Section 3.5 of the OP contains general policies to ensure high quality built spaces and compatibility. The Urban Design Manual shapes the physical elements of Collingwood, contributing to community vitality and public spaces. It will guide all Town-sponsored studies and development plans, requiring consistency demonstrated through Urban Design Reports. The manual's implementation will be enforced via the Zoning By-law and development approval processes.

A key policy ensures new developments integrate with the existing built form and landscape, enhancing community character without adverse impacts. Compatibility is defined as development that coexists with surrounding properties and enhances the community, considering the scale of development and specific vicinity characteristics. Evaluations will include factors like use, height, massing, and streetscape patterns to ensure appropriate transitions and maintained amenity spaces.

3.3 Other Tools

There are several other tools that may be used in combination with or in place of the conventional zoning tools. These tools include:

- Site Plan approval
- Holding provisions
- Pre-Zone with a Hold until such time as municipal service infrastructure is available (Under the *Planning Act*, holding symbols may be applied to lands to prohibit development in the underlying zone until such time as certain conditions are met. Conditions attached to a holding symbol could prevent the potential negative impacts of intensity by requiring supporting studies, such as traffic impact studies or servicing studies)
- [Urban Design Manual](#)
- Green Development Standards
- Urban Design Peer Review Panels
- Community Improvement Plans, offer incentives for green building technology
- Engineering Standards
- Site Specific Architectural or Control Guidelines
- Shadow Study

4 Zoning By-law Capabilities

This section provides an in-depth explanation of how the new Zoning By-law can support the various strategies and built forms set forth in the Town Official Plan as means to accomplish well-designed complete communities and sustainable development, including intensification.

The Town of Collingwood Official Plan includes policy direction for four land use designations that are the focus for mixed use development and intensification (although intensification is to be generally supported throughout the urban area). The Strategic Growth Areas include:

- Downtown Core
- Mixed Use Corridor 1
- Mixed Use Corridor II
- Regional Commercial District

The Official Plan also identifies Community Areas, which include Existing Neighbourhoods and Future Neighbourhoods. Existing Neighbourhoods typically have primarily low-rise residential with limited potential to accommodate more significant levels of mid-rise intensification or gentle density but are prime candidates for the introduction of Additional Residential Units (ARUs). Future Residential Neighbourhoods permit a range and mix of housing types in Low-Rise, Mid-Rise, and High-Rise Residential Buildings. ARUs are also permitted in the Future Neighbourhoods designation. As mentioned previously, the the Town's Quick Wins Housing Focused Zoning By-law Amendment supports up to four residential dwelling units on residential and rural lots, permitting ARUs in both existing or planned dwellings or within accessory buildings.

4.1 Intensification

This section explores how the Town can manage intensification in a way that enables it to achieve the goals of its official plan, sensitively accommodate gentle density increases within established neighbourhoods to ensure the intensity and form of new development is context appropriate, compatible with the surrounding context, and that potential negative impacts are minimized.

Intensification in the Town of Collingwood will be primarily focused in the defined Strategic Growth Areas based on a nodes and corridors concept. These growth areas are focused on the Downtown Core, along mixed-use corridors, and in the regional

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commercial district, as identified on Schedules 1 and 2 of the Official Plan. The mixed-use corridors will be the connective spines of the Town linking the Downtown and surrounding neighborhoods creating vibrant, pedestrian and transit supportive places. These Strategic Growth Areas are planned to accommodate intensification through redevelopment of vacant land and underutilized lands and buildings with a minimum density target of 55 residents and jobs combined per hectare.

Intensification in community areas will be limited and will occur in the form of infill, with compatible mid-rise buildings and Additional Residential Units.

1. Downtown Core and Mixed-Use Corridors

The Official Plan continues 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 with careful consideration of building height, form and design, and impact on the Downtown Heritage Conservation District. It is envisioned that the Downtown Core Designation will develop as a mixed-use community, where new residents 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.

It is the intent of the Official Plan that 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 Official Plan envisions 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. This designation was primarily used where the corridor abutted an existing neighbourhood to support transition and compatibility issues.

The Official Plan sets forth that where the Mixed-Use Corridor I and Mixed-Use Corridor II Designations abut 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 buffer strips, the imposition of a building step back, and/or an angular plane.

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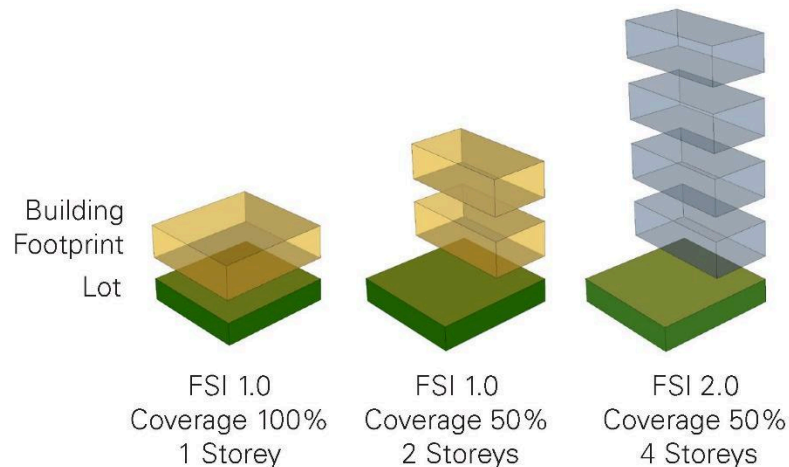
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Zoning Provisions or Tools

Effective tools to control building form include density, setbacks, and angular plane.

Density controls, in combination with other zoning tools such as setbacks, stepbacks, and angular plane, can effectively shape built form. Density provisions, in the form of Floor Space Index (FSI) can be important insights into the overall building mass. In areas such as the Downtown and Mixed-Use Corridors where mid-rise and/or high-rise buildings are permitted on small sites FSI can provide a degree of control over the massing of the building. FSI specifically focuses on how big the building is compared to the property and is therefore a more predictable tool for managing how the building will fit into the surrounding neighbourhood.

FSI is a way of measuring the intensity of development, by comparing the scale of a building with the size of the property. For example, an FSI of 1.0 could include a one-storey building that covers the entire property, a two-storey building that covers half of the property, or a three-storey building that covers a third of the property (see diagram below). Similarly, an FSI of 2.0 could include a two-storey building that covers the entire property. Therefore, the taller the building, the smaller the building footprint allowing for additional ground oriented green or amenity spaces to be incorporated into the site design.



Stepback is a simple and effective tool that can be used to shape the form of a building. A stepback is the horizontal distance a portion of the building façade is to set back from the edge of a lower level of the building immediately below it. Stepbacks ensure that larger buildings step down in scale as they approach lower scale buildings. Stepbacks can be along front property lines, especially along commercial streets.

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Angular Planes means a flat surface extending from a lot line and projecting over a lot, at a specified angle measured up from the horizontal, through which no part of a structure on the lot may penetrate. The Angular Plane is to be measured from a point at-grade on the identified lot line, or from the street centreline, and then a 45-degree plane is established over the subject lot. Angular planes are not height provisions but are a tool to help ensure transitions in the scale and massing of buildings on neighbouring properties.

Additional provisions such as setbacks and height, set forth under the following section, Existing Neighbourhood Intensification, are also effective tools to control building form.

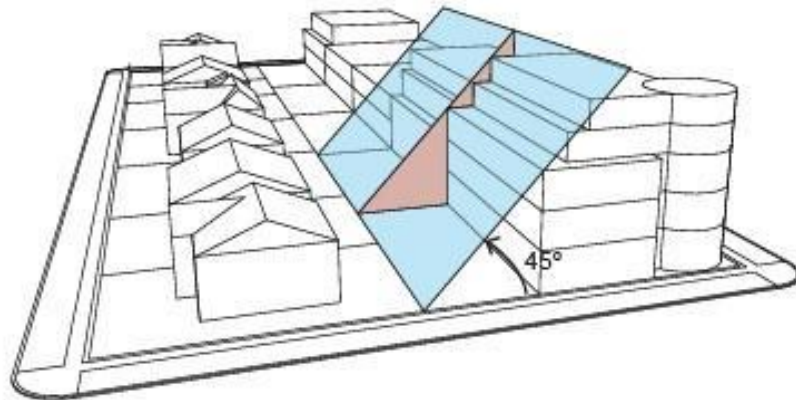


Diagram illustrating the use of a 45 degree angular plane, measured from the lot line.

2. Existing Neighbourhood Intensification

The Official Plan directs that intensification or gentle density initiatives within the Existing Neighbourhoods Designation will focus primarily on modest residential infill, small scale redevelopment, and additional residential units. It is the intent of the Official Plan to protect and enhance the existing neighbourhoods within Collingwood, while managing their ongoing evolution, including opportunities for sensitive and compatible intensification.

Zoning Provisions or Tools

Zoning provisions that can assist with ensuring sensitive and compatible intensification including the following:

Setbacks require that the face of a building must be located no closer to a property line than the minimum distance specified. Setbacks are an effective tool for limiting the location of a building on a site and supporting separation distances to mitigate

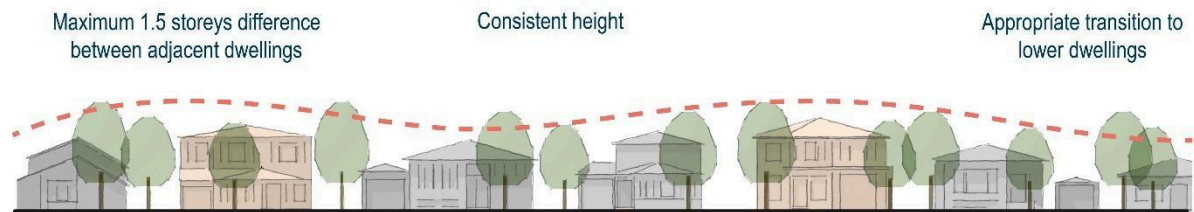
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shadowing and privacy issues. In the Existing Neighbourhoods setbacks maintain the standard yard sizes and neighbourhood character.

Build-to Lines are sometimes used instead of setbacks, requiring the façade or a percentage of the façade be built at the property line or a specified distance from the property line. Often used on residential streets with a consistent street wall and front yard area.

Height can control the built form and contextual fit of development. In existing neighbourhoods, height can provide a degree of control over the building's massing when combined with setbacks, roof design, and angular plane and ensure a consistent fit with the surrounding context. A flat roof design built to the same height as a pitched roof design can create a wall effect impacting the adjacent existing use. The Zoning-by-law will need to consider different height provisions for flat versus peaked roof designs to support compatibility for infill and modest intensification in the Existing Neighbourhoods.



Additional Residential Units. Zoning provisions for Additional Residential Units would follow the provisions of the Quick Wins Housing Focused Zoning By-law Amendment that include provisions for attached and detached units. ARUs are permitted within a single detached, semi-detached and townhouse dwelling, and area also permitted within a detached accessory building on a single detached, semi-detached and townhouse dwelling lot. Provisions for an attached unit include a requirement for independent access to the exterior of the dwelling and parking. Provisions for a detached unit include maximum height, setbacks, maximum number of additional units, and parking.

3. Intensity Controls

The Official Plan identifies a minimum and maximum height and Floor Space Index (FSI) for Mid-Rise and High-Rise Buildings. Mid-Rise buildings shall be developed at a maximum density of 3.5 Floor Space Index (FSI) with a minimum height of 3 storeys and a maximum height of 8 storeys. High-Rise Building shall be a minimum of 8 storeys and a maximum of 12 storeys in height with a maximum density of 7.0 FSI.

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It is a policy of the Official Plan that for Mid-Rise and High-Rise Buildings to achieve the identified maximum height, or density on any site, in any permitted Designation in this Plan, the Town shall be satisfied that the building is compatible with and can be sensitively integrated with the surrounding and abutting land uses.

Zoning Provisions or Tools

Lot coverage can control both building intensity and activity intensity by limiting the amount of the lot that is occupied by buildings, the uses contained within them, and regulating ground-related residential uses in neighbourhoods. Lot coverage can also be used to increase the amount of landscaped area, or green space on a property.

Zoning by-laws can limit the activity intensity of specific uses in different zones through zoning tools such as FSI, Gross Floor Area (GFA), or lot coverage. By limiting the maximum floor area of a land use within a specific zone, increased or decreased activity intensity can be directed to particular areas of the Town or within neighbourhoods.

Intensity variations can also be applied within zones to support appropriate transitions from a higher density area to lower density neighbourhoods. This could be utilized along the mixed-use corridors where there is sufficient lot depth to have the greatest intensity along the road and the rear or outer area is zoned for lower intensity uses or lower density-built form. This could also occur within the Downtown Core and Regional Commercial District where larger development blocks face an arterial road.

The Town can also require the proponent to demonstrate satisfactory shadow, traffic, or servicing impacts to mitigate potential adverse impacts through holding provisions.

Building Setbacks. Where taller buildings are permitted, such as along the Mixed-Use Corridors and within the Regional Commercial District, building setbacks can control tall buildings on small sites. For example, the City of Ottawa requires the taller portion of the building be setback 12.5 metres from the side and rear property lines and 3.0 metres from the front property line. This may also impact the building floor plate (the total floor area of a single level of a building), making the units too small to be viable for either a commercial use or a dwelling unit. The Zoning by-law will need to consider the size or depth of lots along the Mixed-Use Corridors to ensure that the intent of the Official Plan to support increased density and height in these areas is not circumvented by restrictive requirements that make taller buildings unachievable.

4.2 Design

1. Transitions

Transition is often used to describe how a building that is more intense than the buildings around it relates to its surrounding uses. A building that transitions well employs different strategies such as height and density, location and orientation on the site, and massing.

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The Official Plan requires that appropriate transition be provided for new development among adjacent uses, built forms, and abutting properties 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, build-within zones, lot coverage, the requirement for landscape planting strips, shadow assessments, the imposition of a building step back and/or the imposition of an angular plane.

The new Collingwood Zoning By-law can include regulations that ensure that the intensity of development is appropriate for the site, is compatible with the adjacent uses, and is a desirable built form. Many of the following tools have been discussed previously:

- Height
- Lot coverage
- Setbacks and setbacks
- Separation distances
- Angular plane
- Landscaped Area or Buffer Strip

2. Built Form

The Town Official Plan includes general development and design policies for each land use designation that speak to compatibility, building height, pedestrian environment or human scale, parking and access, and heritage. It is also the policy of the Official Plan that 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.

The Official Plan recognizes Existing Neighbourhoods as being predominantly low-rise or 3 storeys or less in built form. To support gentle density and a variety of housing forms, Mid-Rise buildings are permitted in Existing Neighbourhoods. In the interiors of neighbourhoods, height restrictions should prioritize compatibility with the existing context. Future Neighbourhoods will include a mix and range of buildings including Low-Rise, Mid-Rise, and High-Rise Buildings.

Mid-Rise and High-Rise buildings are permitted to the Mixed-Use Corridors and Mid-Rise buildings will be permitted in the Downtown Core.

Zoning Provisions or Tools

The Zoning By-law cannot control the architecture of a building, or the materials used, but there are zoning tools that can be used to ensure that new development is compatible or fits within the neighbourhood context.

Height Restrictions. The height of new development will be influenced by the roof pattern in the neighbourhood context. While a 3-storey maximum will always be

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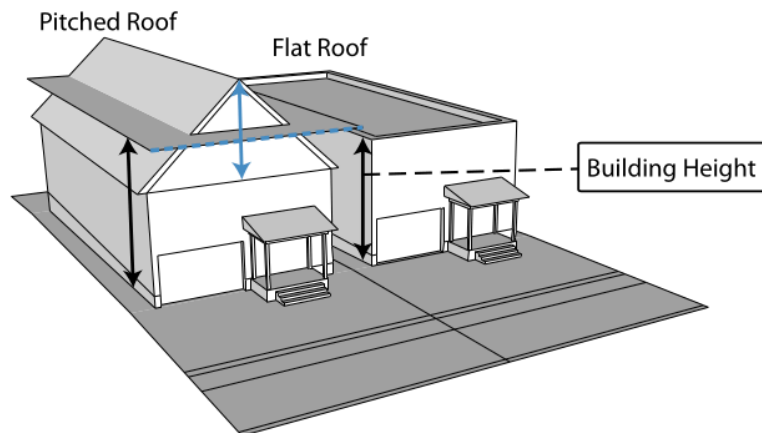
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permitted in the residential zones regardless of context, there is the ability to add additional height through pitched roofs or articulations.

Stepbacks. As described previously, stepbacks are the distance that the taller portion of a building is setback from the edge of the podium. This can ensure that the podium is in line with adjacent buildings. A podium is the ground and lower levels of a tall building, dividing the building into lower and upper levels. Podiums are designed to define and support adjacent streets at an appropriate scale, integrate with adjacent buildings, and achieve a transition down to lower scale buildings.

Roof Pitch and Design. For low-rise neighbourhoods, different roof designs can fit harmoniously together, such as flat roof buildings next to pitched roof buildings, so long as the eaves lines and top of roof height closely match to avoid or minimize a “wall effect”. To allow for different roof design, the following zoning tools can be used:

- Building height that is measured to the top of the eaves line, not to the top of the roof;
- A clear rule pertaining to where height is measured from (e.g. average grade at the midpoint of the front property line);
- Consideration for a maximum height of 2 storeys for shallow or flat roof buildings; and,
- Setbacks for dormers or walls above the eaves line.



Building Frontage. An important way a building addresses the street and contributes to a neighbourhood’s character is through transparency at grade, particularly the number of windows and doors facing the street. The use of glass at grade helps to create a more pedestrian-oriented environment. Typical zoning by-laws do not control aspects of a building’s fenestration.

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Newer form-based zoning by-laws utilize a number of tools for commercial or retail uses including:

- Requiring a certain percentage of the ground floor that fronts a street has transparent glazing and have active uses at grade;
- Establish a minimum solid to void ratio for front facades;
- Prohibit street facing blank walls; and,
- Establish a minimum floor to ceiling height of the ground floor of a minimum of 4.25 metres.

For residential areas, tools may include:

- Requiring ground floor garages to occupy less than a certain percentage of a building's façade (e.g., 50%).
- Establishing minimum garage setbacks (e.g., expressed as a minimum number in metres behind the front façade of a house).

As an example, the City of Ottawa Draft Zoning By-law includes building design standards for Neighbourhood Zones that includes provisions for one principal entrance per building must be located on the front exterior and provide direct access to the street. Additional provisions include for buildings 4 storeys or fewer in height, the front façade must comprise as least 25% windows.

In commercial areas, a minimum of 50% of the surface area of the ground floor façade measured from the average grade up to a height of 4.5m, facing a public street, must be comprised of transparent glazing and active customer or resident entrance access door.

Building Orientation is important to help ensure good contextual fit and in some instances, can also support sustainability through passive solar building orientation that creates enhanced energy efficiencies. Zoning tools used to control orientation include:

- Build-to lines, which state that a certain percentage of the façade must be built on or at a specified distance from the property line;
- Rules which require the long or short axis of a building to be oriented adjacent or parallel to the front property line; and,
- Rules which require only a certain percentage of the façade be located at the build-to line.

Protecting Historic Neighbourhoods or Districts. To protect and enhance historic neighbourhoods in the Downtown Heritage Conservation District, some form-based regulations that could help new development complement historic architecture include requiring that:

- Building podiums on buildings taller than 3 storeys reach the same height as the cornices/rooflines of adjacent historic building facades; and,

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- Long buildings along a street use articulation (e.g., a change in setback, external building material, or both) at specific intervals to match the width of nearby historic buildings

3. Human-scale Design

To achieve a human-scale streetscape there are a number of zoning tools that can be used, some mentioned above include building setbacks, stepbacks of taller portions of a building, requiring direct access to a public street, and transparent glazing for commercial uses. Additional tools include:

- Requiring a percentage of uses at ground level in mixed-use areas and in the Downtown to be dedicated to street related retail and service uses to activate the streetscape;
- Allowing for increased front or exterior side yard setbacks in mixed-use areas to accommodate an outdoor patio, benches or other street furniture, bicycle parking, or landscaped areas; and,
- Supporting residential uses such as podium townhouses at the ground floor of taller residential apartment buildings.

4. Landscaped Area and Buffer Strips

Landscaped areas, open space, and where required, buffering strips restrict the amount of area on a site that is hardscaped. Landscaped areas support stormwater management best practices, provide a mechanism for separation and buffering between uses, and enhance the aesthetics of the Town, along with other benefits such as reducing urban heat island impacts, increasing shade, and promoting green spaces for social interactions or other health benefits.

A general development policy of the Official Plan for Intensification in the Existing Neighbourhoods identifies that detailed landscape treatments shall be coordinated with the main building design and create a year-round visually appealing presence along the street.

For parking lot design in the Downtown Core, the Official Plan supports buffering/planting strips and landscaped planting islands, medians, or bump outs to break up large parking lots islands, and to provide a separation between sidewalks and the parking area. The Official Plan also recommends landscape planting strips as a buffering mechanism between development in Mixed Use Corridors and the Regional Commercial District that abut Existing Neighbourhoods.

The Official Plan also encourages the use of innovative low impact development design and technologies as a stormwater management approach.

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Zoning Provisions or Tools

To control the amount of landscaped area on a lot, a combination of zoning tools may be used including:

- Setbacks and build-to lines that require a certain percentage of a building's façade to be built on, or a specified distance from, property lines;
- Lot coverage maximums;
- Landscaped area or open space minimums (i.e., as a percentage of lot size);
- Perimeter landscape buffering requirements, such as a buffer strip and a determined width. An example from the City of Ottawa Draft Zoning By-law establishes provisions for a mixed-use node that requires a soft landscaped buffer of 3 metres to be provided on lands that abut neighbourhood zones or a greenspace; and,
- Setting maximum driveway dimensions (i.e., maximum width limit of a paved area as a percentage of lot size).

4. Parking Garages

Parking garages, either an underground or structured garage, provide an alternative to large surface parking lots and assist with providing parking in intensification areas where sites have space restrictions.

The Official Plan encourages the use of parking facilities at grade and/or in structures for buildings in the Mixed-Use Corridors. The Official Plan further encourages the use of underground and/or structured parking facilities for all Mid-Rise and High-Rise Buildings within the Regional Commercial District Designation.

Zoning tools that can be used to regulate parking garage design include:

- Establishing a maximum percentage of the ground floor that can be occupied by a garage.
- Ensuring garage areas are included as part of a building's GFA.
- Eliminating the requirement for parking garages (i.e., remove parking requirements).
- Require parking garages to be accessed from a rear lane when one exists.
- Require above-grade parking within a building to be lined with active uses where it is visible from the public realm.

4.3 Environmental Sustainability (Climate Change and Resiliency)

Environmental sustainability can provide a multi-faceted approach to land use planning, but in zoning by-laws the provisions for green building technologies are limited. There are avenues through which environmental sustainability can be approached such as lot coverage, parking standards, bicycle parking, charging stations, and landscaped area.

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To address sustainability and respond to the impacts of climate change there are four primary components that can be implemented through zoning.

1. **Promotion of Denser and Taller Buildings** – reduces per person carbon footprint and uses less land (i.e. reduces sprawl). This can be done through pre-zoning key urban centres and corridors.
2. **Enhanced Mobility Options** – reduced parking standards in urban areas, bicycle parking standards, and EV charging stations in the general provisions to support transit and active transportation.
3. **Protection of the Natural Heritage System** – zoning identifies the natural heritage system as articulated in the Official Plan and zones for protection through buffers and setbacks from environmental features.
4. **Green Buildings and Infrastructure** - limited abilities in the zoning by-law but could investigate provisions that incentivize green roofs and white roofs on mid- and high-rise residential buildings or non-residential buildings such as employment or institutional with large roof surface areas. May also consider opportunities to utilize passive solar building orientation to maximize energy efficiencies.

1. Renewable Energy

The Town Official Plan includes policy that supports renewable energy facilities and the local production of renewable energy. Larger scale facilities are permitted in the rural and employment designations, while small scale facilities such as rooftop solar panels or water heaters, may be permitted in any designation. Any proposed facility must 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.

Roof or wall-mounted solar devices and ground-source heat pumps are exempt from restrictions under municipal by-laws. However, these devices must be compliant with the *Building Code Act* in order to maintain this exemption.

Solar panels that are ground-mounted are subject to regulation under the Zoning By-law. For these devices, provisions will be developed to ensure they are not located in the front yard and they do not impede access to rear yards. It is a policy of the Official Plan that Town may impose



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limits on the extent, height, and location of any proposed renewable energy installation. Consideration may be given to provisions for ground mounted solar canopies in parking lots and parks.

2. Stormwater Management

The Official Plan includes policies to ensure that infrastructure is adaptive and resilient to extreme weather events. The Official Plan also encourages the use of innovative low impact development design and technologies as a stormwater management approach.

The amount of permeable surface on a lot, either landscaped areas or permeable or porous pavements, can impact the rate of stormwater runoff and the amount of water that flows into the Town's drainage system. If the percentage of the building footprint or amount of impervious surfaces increases on a lot there is less opportunity for water to be absorbed on site through natural drainage systems. The roof of a building, either flat or pitched, can also impact the rate of water released into the stormwater system. See discussion on Green Roofs/Cool Roofs.

Zoning by-laws can regulate the amount or percentage of landscaped area on a lot, the footprint of a building, and driveway width. Further opportunities to be explored are regulating whether permeable paving is required and roof type.



3. Urban Heat Island Effect and Human Health Benefits of Green Spaces

There are numerous health risks associated with extreme heat such as heat exhaustion, dehydration, and heat stroke. The objective is to reduce ambient summer temperatures in urban areas in order to reduce heat stress. Urban heat island effects are intensified by land use and development decisions, as well as climate change. Several measures to

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reduce the effect of urban heat islands include: planting trees and urban greening; cool and green roofs, and reflective surfaces. Green spaces in an urban environment not only assist with reducing the heat island effect but provide areas for active and passive recreation and support mental health by creating opportunities for social interaction.

As stated previously, the Zoning By-law can't require trees to be planted. However, it can require a landscaped area large enough to accommodate trees. Provisions for landscaped areas should be considered for large parking areas associated with large format residential, retail, industrial, and institutional uses.

4. Green or Cool Roofs

Green roofs are best suited for flat roofs, green roofs provide rainwater retention in the layer of vegetation where it is evaporated, evapo-transpirated, or slowly drains away after the rainfall event. Green roofs have multiple environmental benefits, as they improve energy efficiency, reduce urban heat island effects, create green space, and have water quality, water balance, and peak flow control benefits.

Cool roofs are designed to reflect more sunlight and absorb less heat than a standard roof. Cool roofs can be made of a highly reflective type of paint, a sheet covering, or highly reflective tiles or shingles.

Although the Official Plan does not include specific policies for green or cool roofs, policies support energy conservation, energy efficient building design and stormwater management best practices. Zoning By-laws in Ontario cannot provide requirements for green design, but could incentivize such features by allowing or counting such features toward any traditional zoning requirements, such as landscaped areas.

5. Reduced Parking Requirements for Cars

The Official Plan considers reduced parking standards for mixed-use developments in the Downtown Core or other classes of development depending on opportunities for shared parking, on-street parking, or availability of public parking facilities. Many municipalities across North America (with and without mass transit systems) are moving to lower or eliminate parking requirements to spur redevelopment and intensification.

The Zoning By-law will investigate commercial parking standards as they may be applied to major intersections or other identified high-traffic areas within mixed use corridors to ensure that sufficient on-site parking is available to support the proposed uses, in the context of the overall desire of the community and policy direction in the Official Plan to move toward a shift where active transportation and transit are preferred options to the personal vehicle.

Preliminary inputs from the Master Mobility and Transportation Plan will inform the review on where higher traffic corridors are in Collingwood.

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An approach taken by the City of Barrie in developing their new zoning by-law is proposing parking sub-districts. A parking sub-district is an area of land with its own specific parking requirements. Land within the sub-district is required to meet a more tailored set of parking requirements which vary by the type of development being proposed, its size, and the land uses contained within it. Four districts were created, applying parking levels based on densities and walkability proposed in various locations across the city. The table illustrates the community structure elements from the Barrie Official Plan associated with each sub-district.

Parking Sub-District	Proposed Barrie Community Structure
SD-1	Urban Growth Centre and Major Transit Station Areas
SD-2	Strategic Growth Area and Intensification Corridor
SD-3	Employment
SD-4	All other areas

More detailed parking tables were prepared for the second draft of the Barrie Zoning By-law that identified minimum and maximum standard parking spaces for the four districts. A Parking District Map was also prepared identifying the boundaries of the four districts.

The following is the Minimum and Maximum Standards Parking Spaces tables:

Table 1: Minimum Standard Parking Spaces

Minimum Standard Parking Spaces				
Uses	District 1	District 2	District 3	District 4
For any Dwelling Unit	0.6 parking spaces per dwelling unit	0.7 parking spaces per dwelling unit	n/a	1 parking space per dwelling unit
For a Commercial Entertainment, Community Related Uses, Institutional,	No minimum	No minimum	1 parking space for every 4 persons (spectators, patrons, visitors, members of the	1 parking space for every 4 persons (spectators, patrons, visitors, members of the

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Restaurant, School			audience, worshippers, or students as the case may be)	audience, worshippers, or students as the case may be)
From any other non-residential use	No minimum	No minimum	1 parking space per 50 square metres gross floor area	1 parking space per 25 square metres of gross floor area

Table 2: Maximum Standard Parking Spaces

Maximum Standard Parking Spaces				
Uses	District 1	District 2	District 3	District 4
For any Dwelling Unit	1 parking space per dwelling unit	1.25 parking space per dwelling unit	1.5 parking space per dwelling unit	No maximum
From any other non-residential use	1 parking space per 50 square metres gross floor area	1 parking space per 40 square metres gross floor area	1 parking space per 25 square metres gross floor area	No maximum

Source: City of Barrie Draft Zoning By-law, Draft 2 June 2023

Similar approaches like blended parking rates exist in other municipalities.

Consideration could also be given to **carpool parking space** requirements for non-residential uses. For example, the Town of Newmarket parking standard for carpool parking spaces is the lesser of 5% of the total required parking supply for the non-residential uses, or 2 parking spaces are required to be carpool parking spaces.

The Newmarket Zoning By-law also includes standards for **car-share parking spaces**. For some residential uses in more urban areas, minimum parking space requirements may be reduced for any mixed-use building or apartment building that provides car-share parking and does not include any financially-assisted dwelling units. Minimum required parking spaces may be reduced by up to three parking spaces for each dedicated car-share parking space.

Another approach would be to consider a shared parking ratio calculation for the Mixed-Use Corridors or specific projects that would take into account parking demands for certain parts of the day (i.e. commercial versus residential.) An approach taken by the City of Barrie in their Zoning By-law includes a Parking Flexibility provision that includes shared parking on a lot. The parking provision includes that if the required number of

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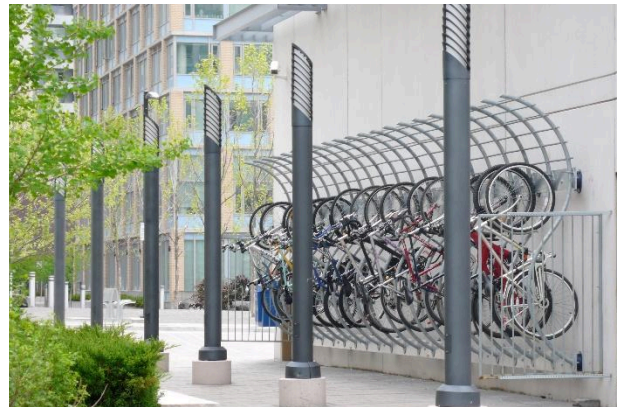
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parking spaces serves both residential and non-residential uses on the same lot, the number of required parking spaces can be reduced by 1 parking space for every 5 dwelling units.

6. Bicycle Parking

As a type of vehicle, bicycle parking standards have become common in zoning to make access to cycling more convenient and comfortable.

The Official Plan supports alternative modes of transportation and identifies that bicycle parking and racks shall be provided in locations that are close to building entrances. In the general provisions, the Zoning strategies can include minimum parking requirements for secure indoor, long term bicycle parking, and more innovative bicycle parking such as stacked racks and outdoor mounted parking.



Consideration may also be given to parking for electric bikes and e-scooters which may require larger bicycle parking spaces.

The zoning by-law should include minimum and maximum bicycle parking requirements for indoor and outdoor parking. Indoor parking will be controlled access to a shared space with structures that support the bike.



Outdoor parking should be provided close to the building entrance in a well-lit location with fixed parking structures, with opportunities for weather protection, using Site Plan Control.

7. Electric Vehicle Charging Stations

The Government of Canada will phase out the sale of new internal combustion engines by 2035, reducing greenhouse gas emissions by more than 360 tonnes by 2050. To meet this target there will need to be increased efforts to address charging infrastructure. Performance standards found in Green Development Standards in many municipalities include requirements for mid- to high-density residential and non-residential buildings to

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provide a percentage of parking spaces be equipped with EV charging stations or EV ready spaces.

The Official Plan supports reducing emissions in the transportations sector and encourages the installation of electric vehicle charging facilities across the Town. Consideration could be given to establishing requirements for parking spaces with charging stations, with the number of stations dependent on the land use and built form.



EV chargers are classified under three groups depending on their charging speed:

- Level 1 – Takes days to charge a vehicle
- Level 2 – Can charge a vehicle in hours
- Level 3 – Fastest charging available

The zoning by-law may also require that a portion of parking stalls in larger developments feature functional Level 2 or Level 3 chargers.

5 Summary of Recommendations

The multiple design-based zoning tools support providing strong, form-based zoning regulations, as these regulations will assist with simplifying zone categories, support transition and compatibility policies, and emphasize placemaking in Collingwood. They also support the provision of readying lands to supply housing, which the Town's new growth framework supports.

As such, the following recommendations have been identified, based on the topics explored in this paper:

1. 'Quick Wins' Zoning By-law Amendment: The new Zoning By-law should implement the policy changes in the ['Quick Wins' Zoning By-law Amendment](#), which was passed on July 22, 2024, and contained regulations to enhance affordable housing in the Town, such as:
 - Permitting up to four dwelling units per residential and rural property;
 - Updating the zoning provisions for Additional Residential Units; and,
 - Reducing minimum parking requirements for ARUs and apartment buildings.

Remaining items not incorporated into this study (including additional permissions for housing on institutional or public service-type properties, aligning density and parking permissions with transit routes and schools, and consideration of residential units above commercial properties, particularly in the Downtown Core) will also be considered in this study.

2. Transition Regulations: Consideration shall be given to a range of transition regulations in locations along Mixed-Use Corridors, the Downtown Core, Future Neighbourhoods, and the Regional Commercial District where large development blocks face an arterial road. Intensity variations can be applied within zones to support appropriate transitions from high density to low density neighbourhoods. These transition policies include adjusting permitted building height, implementing enhanced building setbacks, the requirement for landscape planting strips, the imposition of a building step back, and/or the imposition of an angular plane.
3. Street Front Enhancement: There are a range of street front enhancement policies that should be considered in the new Zoning By-law, such as requiring transparent glazing along street frontages, active uses at grade, and prohibiting street facing blank walls.

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4. **Enhancing Neighbourhood Character:** The Zoning By-law must have provisions which enhance neighbourhood character and are situated in the existing Collingwood context. This can be done through provisions such as allowable lot coverage, height restrictions, building orientation tools, and roof pitch and design regulation.

Consideration shall be given to how an area of influence-type regulation might work in the new Zoning By-law to support compatibility.

Zoning regulations designed to protect historic neighbourhoods and districts must be considered. These policies may include requiring that building podiums and street articulation are aligned with that of adjacent historic building facades.

Several regulations to control or enhance landscape areas across varying land use contexts are being considered, including landscaping or open space minimums, perimeter landscape buffering requirements, and setting maximum driveway dimensions to encourage attractive streetscapes that balance aesthetics with parking demands.

5. **Green Infrastructure and Renewable Energy:** While the Zoning By-law is limited in its ability to mandate green buildings and infrastructure, it can incentivize green design through counting such elements for zoning compliance. Landscape area provisions can be structured to ensure that the percentage of landscaped area is large enough to accommodate trees, and permeable paving can be required. Consideration could also be given to passive solar building orientation to maximize energy efficiencies in the building.

Renewable energy facilities can be permitted in various designations, depending on whether the facility is large scale or small scale. It is recommended that small scale facilities such as rooftop solar panels and water heaters may be permitted in any designation, and the new Zoning By-law should implement provisions that ensure that they are not located in a front yard, and do not prevent access to rear yards.

6. **Parking Regulations:** Parking requirements are recommended to be reduced in the new Zoning By-law. Policies to consider across all zones or on a district-level approach include reducing parking minimums, implementing parking maximums, eliminating the requirement for residential garages, requiring carpool and/or car-share parking spaces, as well as requiring electric vehicle and indoor/outdoor bicycle parking spaces in new, mid and high-rise development.

Provisions regulating parking garages should also be considered, such as establishing a maximum percentage or width of the ground floor that can be occupied by a parking garage, and ensuring parking garages are included as part of a building's Gross Floor Area.

The Zoning By-law will investigate commercial parking standards as they may be applied to major intersections or other identified high-traffic areas within mixed use corridors to

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ensure that sufficient on-site parking is available to support the proposed uses, in the context of the overall desire of the community and policy direction in the Official Plan to move toward a shift where active transportation and transit are preferred options to the personal vehicle.

Preliminary inputs from the Master Mobility and Transportation Plan will inform the review on where higher traffic corridors are in Collingwood.