

4 HUNTSVILLE URBAN SETTLEMENT AREA

4.1 Basis and Principles

Huntsville Urban Settlement Area	4.1.1 The Huntsville Urban Settlement Area is the major settlement area in Huntsville, providing a nucleus for a full range of land uses and community facilities at urban densities and generally on full municipal sewer and water services.
Accommodate Anticipated Growth	4.1.2 The Huntsville Urban Settlement Area contains sufficient lands within its boundaries to accommodate projected population and household growth beyond the next 20 years, over and above what would be considered on the basis of current trends analysis, in order to anticipate changing demographic and lifestyle characteristics of the population.
Boundaries	4.1.3 Schedule A-1 identifies the boundaries of the Huntsville Urban Settlement Area. The Schedule indicates the existing developed area and the area proposed for expansion over the planning period.
Land Use Designations	4.1.4 The following Land Use designations are identified on Schedule A-1. These are: <ul style="list-style-type: none">• Residential• Residential Multiple• Residential “Lookout”• Central Business District• Shopping Centre Commercial• Gateway Commercial Campus• Highway Commercial• Industrial• Mixed Use Areas• Institutional• Open Space• Future Urban
Compact Development	4.1.5 The Huntsville Urban Settlement Area will be developed in as compact a manner as is possible in order to increase the overall economic benefits of urban development.
Development Densities	4.1.6 The need to provide residential densities which are more cost and energy efficient will be balanced by a strong consumer desire for single detached dwellings on relatively larger lots. The Huntsville Urban Settlement Area will continue to develop a strong single detached dwelling base, while providing opportunities for multiple unit dwellings at medium and higher densities, in order

to assist in the provision of housing for an ageing population, entry-level housing and affordable housing.

Heritage Traditions

4.1.7 The heritage traditions of the Huntsville Urban Settlement Area will be preserved.

Facilitate Industrial and Commercial Development

4.1.8 To ensure that there is corresponding industrial/commercial development to the anticipated residential growth, all opportunities to facilitate such development will be considered.

4.2 Design Principles

4.2.1 General

Design Guidelines

4.2.1.1 Design guidelines shall be used to ensure that development contributes to the well being of residents and enhances the positive aspects of the character of the community. Urban design policies will be developed to contribute to and guide:

- the revitalization of the downtown core;
- new commercial and industrial development;
- subdivision design;
- the preservation of cultural heritage features and scenic values;
- the conservation of natural heritage areas;
- the location and design of arterial and collector roads;
- compact and efficient urban uses;
- pedestrian walkways and bicycle paths;
- public access to the waterfront;
- a universally accessible environment;
- the establishment of gateway features and landmarks; and
- aesthetics.

4.2.1.2 Development will be based on sound urban design guidelines, based on the policies of this Section. The Town may develop and adopt design guidelines for specific areas of the Huntsville Urban Settlement Area or for specific types of uses.

Reflect Heritage

4.2.1.3 Design guidelines that reflect the natural and built heritage of North Muskoka are encouraged. Future development shall proceed in a manner consistent with these guidelines.

Skylines and Ridgelines

4.2.1.4 The natural environment remains an important landscape feature in the Urban Area. Vegetation should be maintained on skylines, ridgelines or adjacent to the top of rock cliffs. Structural development that projects above the tree line will not be permitted.

Height

- 4.2.1.5 The height of buildings in the Urban Area should not exceed 11 metres (36 feet). An increased height may be considered provided the applicant demonstrates to the satisfaction of the Town through the preparation of appropriate design reports that the principles of the Official Plan are maintained with respect to visual impact and remain within the limits established by the skyline/ridgeline.
- 4.2.1.6 The Town of Huntsville will promote universally accessible designs for all forms of development in the community.

4.2.2 Central Business District

Design in the
Central
Business
District

- 4.2.2.1 The following policies are designed to enhance the appeal and viability of the Central Business District:
- The preservation and re-use of historic buildings and features is encouraged;
 - A mix of retail, small business, residential intensification and community facilities is encouraged;
 - Signage, streetscape and building facades should be coordinated through a program to enhance the attractive and distinctive small town character;
 - A program to create small public places at varying scales will complement other measures that improve the environment for pedestrians.

Views and Sight
Lines

- 4.2.2.2 Maintaining views and sight lines and the creation of new views and vistas will be encouraged as part of any redevelopment.

Downtown Land
Marks

- 4.2.2.3 The Town Hall and Clock Tower and the Swing Bridge are important downtown landmarks whose views should not be compromised in any redevelopment of surrounding areas.

4.2.3 New Commercial and Industrial Areas

Commercial
and Industrial
Design
Guidelines

- 4.2.3.1 New commercial and industrial development shall proceed in a manner consistent with the following design guidelines:
- Landscaping and green spaces are to be provided between the road and sidewalk and between the sidewalk, large parking lots, and parking aisles, to soften the impact of the asphalt;
 - Pedestrian linkages will be provided to abutting lands, where appropriate;
 - Flexible design standards will be implemented so design features consistent with the existing small town character can be included in the design. Through the use of smaller setbacks, parking behind buildings, wall mounted signs and architecture compatible to traditional forms, a small town character will be maintained;

- Development will include facilities to accommodate public transit;
- Barrier-free access for pedestrians, cyclists and persons with disabilities is incorporated in site design;
- Pedestrian friendly streetscapes are encouraged through the use of overhead canopies, bollards, flags, flagpoles and small “village greens”;
- The location and layout of parking lots will avoid a linear form of development dominated by large asphalt parking lots.

4.2.4 Residential Design

Subdivision
Design
Guidelines

4.2.4.1 Subdivision design will contribute to the well-being and cohesiveness of the community. To promote this, the following are used to guide subdivision layout, both within subdivisions and between subdivisions:

- Street patterns will be designed to distribute traffic throughout the site and provide numerous linkages both within the subdivision and with abutting development;
- Alternative development standards may be used to encourage a variety of street types and neighbourhood character;
- Subdivisions will be designed to facilitate public transit service;
- A mix of housing types and densities will be encouraged;
- Proximity and accessibility to schools and parks will be considered in the subdivision design;
- Pedestrian facilities, including sidewalks and links with schools, recreation facilities and commercial areas, will be part of the development;
- Walking and bicycle trails linking the development to other facilities in the community should be provided;
- Natural features will be integrated into the design and preserved for public enjoyment;
- Views and vistas should be preserved and new ones created where feasible;
- Parks and schools sites should be combined where possible;
- Trees should be planted on the boulevard between the sidewalk and the street, or on the edge of the road allowance;
- Energy conservation issues will be addressed through siting of buildings and orientation of streets;

- Driveways will be designed to ensure sufficient separation distances at the street to allow for on-street parking;
- Rear lanes may be considered to provide alternative access and parking, particularly on arterial and collector roads.

Innovative Design

4.2.4.2 Flexibility will be incorporated into the urban design criteria for subdivisions to allow innovation and adjustments for specific site conditions.

Alternative Standards

4.2.4.3 Where appropriate, alternative standards for residential development may be implemented to reduce housing costs and to achieve urban design objectives. Where such alternative standards are proposed, they shall be supported by appropriate studies that assess the impacts and benefits of such alternative standards, all of which will be subject to Town approval, and be subject to agreements that guarantee performance standards for the development.

4.2.5 Entrances and Gateways to the Urban Area

Gateways

4.2.5.1 There are six major entrances to the Huntsville Urban Settlement Area. These entrances create an impression of the community, and require specific urban design considerations to reflect the character of the Town. Streetscape improvements and regulation of signs and parking areas are important components of the strategy to improve the visual features of the entrances.

4.2.6 Transit Supportive Land Use Guidelines

Distance from Bus Stops

4.2.6.1 New major development should be located within a reasonable distance from existing or future bus stops.

Transit Loops

4.2.6.2 Subdivision designs should avoid the need for one-way transit service loops and, where required, one-way transit loops should not exceed 1.0 kilometre.

Transit Service

4.2.6.3 Transit service can be expected on major roads, local collector roads and, where necessary, on local streets.

4.3 Huntsville Urban Shoreline

Huntsville Urban Shoreline

4.3.1 The Huntsville Urban Shoreline is that portion of the Muskoka River and Fairy Lake in the Huntsville Urban Settlement Area, as shown on Schedule A-1.

Variety of Uses

4.3.2 The Huntsville Urban Shoreline contains a variety of land uses, and has developed over time with varied densities and intensities of uses.

Naturalized Shorelines

4.3.3 Naturalized shorelines will be substantially maintained and re-naturalization will be promoted. Activities occurring at the shoreline should be minimally obtrusive, and have limited impact on the natural and aesthetic environment.

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| Shoreline Restoration | 4.3.4 A minimum of 60% of the shoreline frontage of a single detached residential lot shall be retained or restored as a natural vegetative buffer in order to protect the riparian and littoral zones and associated habitat, prevent erosion, siltation and nutrient migration, maintain shoreline character and appearance, and minimize the visual impact of development. |
| Visual Impact | 4.3.5 Shoreline structures should be located in such a manner as to minimize the visual impact on neighbouring properties, and should avoid sensitive environmental features, both on shore and in the water. Docks and boathouses should not project more than 10 metres (33 feet) into the water. |
| Ecological Planning | 4.3.6 New development will be considered within the context of sound environmental and ecological planning. The redevelopment of existing properties should adhere to current environmental, stewardship and planning standards, with a commitment to the use of “best available technology”. |
| Minimum Lot Size | 4.3.7 New lot creation for single detached residential lots shall require a minimum of 30 metres (100 feet) shoreline frontage. |
| Road allowance leading to water | 4.3.8 Road allowances leading to water shall not be closed and conveyed out of public ownership. |
| Development Setback | 4.3.9 Development on residential lots shall generally be setback a minimum of 20 metres (66 feet) from the shoreline if a natural buffer to overland flow of water is present or can be developed. Increased setbacks and development of a natural buffer will be encouraged on new lot development. |
| Boathouse Restrictions | 4.3.10 Boathouses are not permitted on lots located between the railway bridge and Fairy Lake. On lots located between the railway bridge and Lake Vernon, boathouses may be permitted, and are subject to the applicable provisions of Section 8.3.4 (Waterfront). |
| Public Walkway | 4.3.11 Redevelopment of properties along the Huntsville Urban Shoreline shall include a public walkway at or near the shoreline where practical and where there is the possibility of linkage with a trail system. |
| Redevelopment of industrial sites | 4.3.12 Existing industrial uses located within the Huntsville Urban Shoreline are recognized. The redevelopment of these properties, shown on Schedule A-1 with a “Residential-Multiple” overlay designation, to an appropriate high density residential use is encouraged provided contamination is cleaned up to the satisfaction of the appropriate authorities, and the scale of the development is appropriate to the surrounding area. Any such redevelopment shall be subject to the applicable policies for the Multiple Residential Designation. No Official Plan amendment is required for re-development of the sites as contemplated in this section. |
| Projection into the water | 4.3.13 Commercial uses in the Central Business District may have accessory uses that project over the water (e.g. dock/gazebo/outdoor patio) provided there is continuous public access along the shoreline, and any such use does not project more than 10 metres (33 feet) into the water. |

Site Plan Control 4.3.14 All development within the Huntsville Urban Shoreline shall be subject to Site Plan Control.

Fairy Lake Shoreline 4.3.15 Along the shoreline of Fairy Lake, located within the Urban Shoreline, on lands designated residential, only low and medium density residential development will be permitted.

4.4 Affordable Housing Initiatives

Housing Costs 4.4.1 Varied size, density and tenure of housing will be encouraged to provide reasonable housing costs.

Affordable Housing Programs 4.4.2 The Town is committed to providing affordable housing options throughout the Urban Area and will encourage programs and policies that provide a range of affordable housing opportunities, including rental housing in order to meet identified housing needs.

Mixed Uses 4.4.3 The creation of dwellings in conjunction with retail and office commercial uses is promoted in commercial designations.

Intensification 4.4.4 Residential intensification and infilling will be encouraged within existing residential neighbourhoods as a means of increasing the amount of available housing stock. Intensification initiatives may include the provision of accessory units and the use of innovative lot configurations that would allow additional lots to be created in established areas.

Programs 4.4.5 The Town may utilize the provisions of the Development Charges Act, and other municipal approvals and mechanisms to encourage the production of affordable housing.

4.5 Residential Land Use Policies

4.5.1 General

Residential Designations 4.5.1.1 The policies of this Section apply to the following designations:

- Residential
- Residential Multiple
- Residential “Lookout”

Mix of Densities and Type 4.5.1.2 The Residential designation will allow a mix of residential densities and dwelling types, from single detached dwellings to higher density apartments.

Home based Business 4.5.1.3 Home based business and accessory uses that are appropriate to a residential neighbourhood will be encouraged and regulated in the zoning bylaw.

Open Space	4.5.1.4 Open space uses (parks, recreation facilities, recreational trails and natural areas) are appropriate in the residential neighbourhood areas.
Neighbourhood Commercial	4.5.1.5 Neighbourhood commercial facilities may be appropriate to residential neighbourhoods, and can be an integral part of the neighbourhood. Such facilities will be located with direct access or close proximity to collector or arterial streets, and will be designed to be compatible with the surrounding residential area. A residential component within the neighbourhood commercial facility is encouraged.
Small scale Institutional Uses	4.5.1.6 Small-scale institutional uses may be permitted to locate within areas designated for residential use provided that such development can maintain the residential character of the area in which it is located. Such facilities will be located with direct access or close proximity to collector or arterial streets.
Land Use Compatibility	4.5.1.7 Compatibility between the various types of residential development as well as between old and new residential areas will be accomplished through appropriate design measures.
Efficient Use of Infrastructure	4.5.1.8 Residential development shall be designed in such a manner as to minimize land consumption and efficiently use infrastructure and public service facilities by encouraging cost effective development at appropriate densities and in appropriate locations.
Gross Densities	4.5.1.9 In the Residential designation, development shall not exceed the following gross densities: a) twenty units per gross hectare (8/acre) for low density development (primarily single detached); b) forty units per gross hectare (16/acre) for medium density multiple unit development (semi detached, row or town housing); c) sixty units per gross hectare (24/acre) for high density multiple unit development (apartments, stacked housing).
Density Bonuses	4.5.1.10 The density provisions may be exceeded for multiple unit residential development where bonuses are provided by the developer and are legally secured by appropriate agreements with the Town. Such bonuses may include, amongst other matters, underground parking; increased or specialized activity areas; recreational areas and facilities, public easements or conveyances of shoreline areas, or other public benefits.
Multiple Residential	4.5.1.11 Multiple unit residential development may be permitted to locate in appropriate locations outside the Residential-Multiple designation shown on Schedule A-1, subject to the following: a) appropriate access, both vehicular and pedestrian, can be provided to and from the site. b) the orientation is compatible with the adjacent type and form of

residential development.

- c) the development is located within close proximity to public open space or adequate on-site open space and/or recreational facilities are provided.
- d) the development is located on or in close proximity to arterial or collector roads.
- e) where a multiple residential development abuts a single detached property, development may be subject to increased setbacks and vegetative buffers to ensure privacy and screening, or specific lot and building designs that provide an effective transition between different densities.
- f) lots in a multiple unit residential development may be occupied by more than one building, as authorized in an implementing Zoning By-law.

Character
Preservation

4.5.1.12 Character preservation in older established well maintained residential areas shall be encouraged by the upkeep of older dwellings and the retention of older architecturally interesting or historically significant buildings.

Accessory
Dwelling Units

4.5.1.13 Where the Town permits accessory dwelling units in residential areas in the Urban Area, the following criteria shall be satisfied:

- a) the accessory unit is of a subordinate or secondary nature to the principal single detached use of the building;
- b) the lot size and configuration are sufficient to accommodate adequate parking and outdoor privacy areas;
- c) the building age and condition are capable of supporting the intensified use and the building code requirements can be met;
- d) any proposed building addition for an accessory unit satisfies the zoning requirements relative to height, setbacks and coverage for the entire dwelling or lot and shall not detract from or alter the building form and/or character of the area;
- e) availability of municipal services to accommodate the increased demand, including such services as water, wastewater, sanitary sewers, storm sewers and parkland;
- f) the accessory unit may be part of an dwelling unit with a gross floor area less than the minimum for a single family dwelling; and
- g) sufficient parking is provided on site for the main and accessory uses.

Intensification
and Infilling

4.5.1.14 The following criteria shall be considered when evaluating proposals for housing intensification and infilling within established neighbourhoods:

- a) availability and adequacy of municipal infrastructure to accommodate the increased demand, including water, sanitary sewers, storm drainage and parkland;
- b) off-street parking is adequate;
- c) compatibility with the existing neighbourhood character in terms of scale, massing, height, siting, setbacks, parking and amenity area so that a transition between existing and proposed buildings is provided;
- d) existing vegetation is maintained where possible;
- e) community services and other neighbourhood conveniences are accessible;
- f) capability to provide adequate buffering and other measures to minimize any identified impacts.

4.5.2 Residential - Multiple Designation

Residential-
Multiple
Designation

4.5.2.1 The Residential - Multiple Designation applies to specific lands identified on Schedule A-1 where higher density development shall be required. The designation applies to existing developed areas and to additional lands where a higher density is desirable.

Permitted Uses

4.5.2.2 The permitted uses in the Residential - Multiple Designation include a broad range of residential dwelling types at varying densities, with the exception of new single detached dwellings, which are prohibited.

Minimum
Densities

4.5.2.3 Notwithstanding the density provisions of Section 4.5.1.9, the minimum density of development in the Residential - Multiple Designation shall be 30 units per gross hectare (12 units per acre).

4.5.3 Residential - "Lookout"

Residential
Lookout
Designation

4.5.3.1 The Residential "Lookout" designation applies to specific lands identified on Schedule A-1 where a multi-unit residential development was previously approved, subject to specific development standards.

Permitted Uses

4.5.3.2 The permitted uses of land shall generally be restricted to:

- a) multiple unit residential development limited to townhouses; and
- b) open space, recreational facilities and uses and minor short-term boat mooring facilities.

Number of Units	4.5.3.3 The maximum number of dwelling units on the site shall be 175.
Landscaped Open Space	4.5.3.4 Development shall complement and enhance the scenic character of the area and the adjacent water resource. In this regard, a minimum of 55% of the site shall remain as landscaped open space.
Residential Development Standards	4.5.3.5 Specific development standards for permitted Residential uses shall be as provided in the Residential section.
Development Phasing	4.5.3.6 Development shall proceed on a phased basis and evidence shall be provided to the satisfaction of the Town as to the substantial development of a significant portion of each phase prior to successive phases being permitted to develop.
Access	4.5.3.7 Access shall be provided through upgrading and extension of the existing public road from the intersection with Brunel Road. The new public road shall be designed to the satisfaction of the Town. Any requirements for upgrading of the existing public road or other remedial works shall be the responsibility of the developer.
Zoning	<p>4.5.3.8 Implementing zoning by-law(s) shall zone the lands subject of this amendment in a “Holding (H)” category. The “Holding (H)” provision may be removed and development may proceed upon:</p> <ul style="list-style-type: none"> a) the District Municipality of Muskoka being satisfied that adequate municipal water and sewage services are available to the lands; and b) Council being satisfied that a significant portion of the development in a previous phase(s) is completed and the Owner providing evidence that the lands from which the “Holding (H)” category is to be removed is capable of being developed in a reasonable time frame.
Agreements	4.5.3.9 Prior to the issuance of any building permits on the lands, the Owner shall enter into appropriate agreements with the Town and further may enter into subsequent agreements as each phase proceeds and such agreements shall be registered on title to the lands subject to this designation.

4.6 Commercial

4.6.1 Identification and Designation

Commercial Uses	4.6.1.1 In areas designated Commercial, the predominant use of land shall be for commerce, which is defined as the selling of goods and/or services. Other uses may be permitted, provided the uses are compatible with commercial development.
Commercial Designations	4.6.1.2 Commercial activity in Huntsville is divided into four types according to economic function, scale of development, range of activities, and locational requirements. These types of commercial activity may be

referred to as Central Business District, Shopping Centre Commercial, Gateway Commercial Campus and Highway Commercial.

Central
Business
District

a) The Central Business District is intended to function as the primary service centre for the urban, rural and waterfront areas of the Town and shall contain the most important concentration and broadest range of such services, including retail and service commercial, administrative and cultural. The Central Business District between the Muskoka River and Lorne Street also functions as the historic core of the community.

Shopping
Centre
Commercial

b) An area designated for Shopping Centre Commercial activity functions primarily as a retail shopping centre, complementary to the Central Business District, servicing the urban, rural and waterfront areas. It is located for convenient access to the Central Business District, and will contain retail development for which the Central Business District is not a viable location by virtue of floor space requirements, parking requirements or other factors. It may also contain other suitable uses which are ancillary to this role and complementary to the Central Business District.

Gateway
Commercial

c) The Gateway Commercial Campus functions as a planned commercial centre with large, single tenant buildings and single buildings with groups of tenants, developed in a campus environment with expansive on-site parking and a high degree of urban design. The Gateway Commercial Campus has a regional orientation and is located adjacent to an interchange of major highways.

Highway
Commercial

d) A Highway Commercial area provides commercial services and facilities to the traveling public or accommodates commercial activities which may not be conveniently located elsewhere, which require extensive land areas for structural space, vehicular parking, outdoor storage and display of goods or materials, automotive, tourist commercial (accommodation) and eating establishments.

Orderly
Expansion

4.6.1.3 This Plan promotes the orderly expansion of the commercial function in Huntsville through:

- the expansion, improvement and rehabilitation of the Central Business District;
- the development of the Shopping Centre Commercial area;
- the development of the Gateway Commercial Campus area; and
- the development of Highway Commercial uses to satisfactory standards in appropriate locations to serve the interests of the community and area as a whole.

Compatible
Uses

4.6.1.4 Development will be compatible with uses and structures permitted within the respective commercial designation. Where a commercial

use abuts a Residential, Open Space or Community Facility designation, landscape buffers and screening will be provided where appropriate in an effective and aesthetically pleasing manner.

(OPA#8)

Access and
Parking

4.6.1.5 Automobile parking areas shall be established at a rate which will adequately service the related commercial facilities. Access points shall be limited in number, designed in a manner which will minimize hazards to pedestrian and vehicular traffic. Adequate off-street parking facilities will be provided for all permitted uses, including parking for employees as well as customers.

Residential
Uses

4.6.1.6 Residential dwelling units may be provided as part of any commercial development in the Urban Area. Consideration may be given to density bonuses where affordable housing units or special care housing units are provided.

4.6.2 Central Business District (CBD)

Central
Business
District

4.6.2.1 The Central Business District (CBD) presently acts as an area-wide as well as a local commercial centre. In order for the CBD to continue as a viable commercial focus of the community, and for continued commercial growth of the community to occur, new commercial opportunities should be provided.

(OPA#8)

Expansion and
Rehabilitation

4.6.2.2 The expansion and concurrent rehabilitation of the Central Business District is promoted to encourage the use of land and buildings for a variety of retail, office, institutional and cultural purposes. The range of permitted uses will be limited to uses that are compatible with residential dwellings and supportive of a fine-grained and pedestrian-oriented street front. Residential development is recognized in the Central Business District.

(OPA#8)

Multiple
Residential

4.6.2.3 Multiple Residential may be permitted as the predominant component of mixed use on lands designated Central Business District, subject to the following:

- a) Multiple Residential use may be permitted only above commercial uses.
- b) Multiple Residential use shall not be permitted immediately above a commercial use that is fully or partially below grade.
- c) Where a Multiple Residential development abuts lands zoned to permit a single detached, semi-detached or duplex dwelling, such development may be subject to increased setbacks, landscape requirements, and/or specific building design requirements, that provide an effective transition between different densities.

<p>(OPA #8)</p> <p>Character Areas</p>	4.6.2.4 The Central Business District is not a single function or homogeneous area. A number of diversified character areas exist throughout the Central Business District. It is desirable to retain and enhance the internal diversification within the CBD. One Individual character area is identified as Central Business District Special (CBDS-1) designation on Schedule A-1 to this Plan.
<p>(OPA #8)</p> <p>Streetscape Enhancement</p>	4.6.2.5 Development shall have regard for and may be required to be coordinated with the streetscape and facades in the Central Business District, between the Muskoka River and Station Road, with a view towards preserving or enhancing the appearance of the area as a heritage area.
<p>Pedestrian Use</p>	4.6.2.6 The development and redevelopment of properties should be geared toward physically enhancing the Central Business District for pedestrian use. An integrated pedestrian walkway and open space system shall be encouraged throughout the Central Business District.
<p>(OPA#5)</p> <p>Façade Guidelines & Financial Aide</p>	4.6.2.7 Through the Downtown Community Improvement Plan approved under Section 28 of the Planning Act, the Town may consider the provision of financial aide programs intended to facilitate appropriate development within the Central Business District. To qualify for any financial aide program offered by the Town through the Community Improvement Plan, the development proposal shall conform with the General Façade Guidelines and General Urban Design Guidelines that are included within the Council approved Downtown Community Improvement Plan, September 2010. For the area subject to the Downtown Community Improvement Pan, all development shall be consistent with the General Façade Guidelines and General Urban Design Guidelines that are included within the Council approved Downtown Community Improvement Plan, September 2010. Further, all development within the area subject to the Downtown Community Improvement Plan shall be subject to Site Plan Control. The Town shall utilize Site Plan control to the maximum level permitted by the Planning Act, specifically, where applicable, for the control of building materials, colour and architectural details.
<p>(OPA #8)</p> <p>Lot Standards</p>	4.6.2.8 Lot standards established in the Zoning By-law may include both minimum and maximum building height in order to ensure compact development, as well as minimum and maximum setback provisions in order to ensure that development is supportive of a pedestrian-oriented streetscape.
<p>Parking Area Location</p>	4.6.2.9 Parking areas should not be located in front yards or between the building line and the street (lot) line.
<p>(OPA #8)</p> <p>Cash-in-lieu of parking</p>	4.6.2.10 Council may consider cash-in-lieu of parking as an option for new development. The cash may be used to create new public parking within the Central Business District in clearly identified and convenient locations that support the pedestrian-oriented character of the area.

Off-street
Parking

4.6.2.11 Private and public off-street parking facilities should be located in strategic locations convenient to the various activity concentrations in the Central Business District.

Transition
Areas

4.6.2.12 The lands located along the boundary of the Central Business District generally function as transition zones between commercial and residential areas, allowing for the gradual and natural expansion of the Central Business District. The transition zones are generally located adjacent to, and on either side of the Central Business District but since these areas are not static in nature, they have not been specifically designated on Schedule A-1.

- i) The mixed use character of the transition zones shall be recognized and as such, the conversion of single detached residential uses to multiple unit residential or commercial uses is permitted provided that the overall appearance and character of the neighbourhood is generally maintained.
- ii) The uses permitted within the transition zones shall generally include residential and small scale commercial, administrative or institutional uses including such uses as offices, personal service and specialty commercial uses.
- iii) Higher density residential uses are encouraged in this transition area.

4.6.2.13 Central Business District Special – 1 Area

CBDS-1 Area
Designation

a) The area designated Central Business District Special – 1 Area (CBDS-1), shall permit the development of varied retail, service commercial, and accessory residential uses with appropriate on site parking and a high degree of urban design and landscaping in one or more buildings. It is intended that the function of this area be complimentary to the Central Business District.

Range of Uses

b) A full range of retail uses, personal services, service commercial, and highway commercial uses may be permitted on the lands designated Central Business District Special –1. Residential uses shall be in keeping with the policies of the Central Business District designation. Any application for amendment to the Zoning By-law to permit additional department store type merchandise (DSTM) uses shall require the submission of a market impact study.

Stormwater
Management

c) Prior to site plan approval or any site alteration of the subject lands, construction mitigation and storm water management plans shall be approved by the authority having jurisdiction. All drainage works shall not adversely affect adjacent lands or Fairy Lake.

Design Considerations

- d) Development of the site, including building and landscape design, shall duly reflect the prominence, visibility and waterfront proximity of the subject lands. In particular, design care shall be taken at the site plan approval stage to address:
- the need for effective screening of the east building face through substantial coniferous plantings;
 - the need for effective screening of the loading area on the southern wall of the building through appropriate berming, landscaping and planting arrangements; and
 - the desirability of enhancing visual compatibility through exclusion of any signage of the east face of the building.

Landscaping Considerations

- e) All lands not utilized for the building, accessory structures or facilities, parking, loading, or access areas shall be landscaped. In this regard:
- adequate screening shall be provided on the site to the open space or residential lands to the east of the development from the parking or other surface improvements on the subject lands;
 - vegetated and treed landscape areas shall be provided in strategic clusters or arrangements adjacent to road allowances and on islands within the site to act as aesthetic buffering of the site improvements; and
 - all exterior lighting the exterior shall be dark-sky friendly and shall be focused internally and shall not be affixed to structures in excess of the height of the building (exclusive of any parapets or the like).

Floor Area Limit

- f) The maximum gross floor area of all buildings or structures shall not exceed 4,180 m² (45,000 sq. ft.).

Zoning

- g) In addition to the above policies, the Zoning By-law shall establish the range of permitted uses and performance standards which are appropriate for the site's function as Central Business District Special – 1 Area.

4.6.3 Shopping Centre Commercial

Enclosed Retail Shopping Centre

- 4.6.3.1 The area designated Shopping Centre Commercial shall be the only area in which an enclosed retail shopping centre is permitted in the Huntsville Urban Settlement Area.

Access Restrictions

- 4.6.3.2 Ingress and egress points (entrances) shall be kept to an absolute minimum required to service the proposed development. As a condition of development or redevelopment, the provisions of acceleration and deceleration lanes may be required by the applicant to access the proposed development.

Design	4.6.3.3	The Shopping Centre Commercial development shall be a well-designed shopping centre complex, consisting of an enclosed shopping centre with an interior corridor and may also include a limited number of attached or detached buildings which do not share a common interior corridor. The development shall contain major retail outlets, such as one or more department stores and a supermarket, as well as other retail and shopping centre commercial businesses.
Floor Area Limit	4.6.3.4	The maximum gross floor area located outside of the enclosed shopping centre shall not exceed 5202 m ² (56,000 ft ²).
DSTM Limit	4.6.3.5	Each DSTM (Department Store Type Merchandise) retail store outside of the enclosed shopping centre shall have a minimum gross floor area of 464 m ² (5,000 ft ²). However, not more than 5 DSTM retail stores may be permitted, in the unenclosed portion of the shopping centre, to have a minimum gross floor area of 186 m ² (2000 ft ²) subject to rezoning. Council may require preparation of a market impact report in support of such rezoning.
Size Limit	4.6.3.6	The maximum gross leasable area for the enclosed mall shall not exceed 23,132 m ² (249,000 ft ²) including a maximum gross leasable floor area of 9,371 m ² (100,870 ft ²) for purposes other than a supermarket and department store uses.
Parking	4.6.3.7	All parking facilities shall be provided on the site and at a rate which will adequately service the proposed uses.
Landscaping	4.6.3.8	All lands not required for building coverage, parking, loading or access areas shall be landscaped throughout.
Pedestrian Use	4.6.3.9	The location of buildings, structures, driveways, parking and pedestrian facilities shall be designed and inter-related to meet the needs of both pedestrians and vehicular traffic.
Zoning	4.6.3.10	The Zoning By-law shall establish the range of permitted uses and performance standards which are appropriate for its function as a Shopping Centre Commercial use.

4.6.4 Gateway Commercial Campus

Planned Commercial Centre	4.6.4.1	The area designated Gateway Commercial Campus (GCC) shall permit the development of a planned commercial centre intended to accommodate large single tenant retail buildings and buildings with groups of tenants all designed in a campus environment with a high degree of urban design.
Range of Uses	4.6.4.2	A full range of retail uses, personal services, shopping centre commercial, and highway commercial uses may be permitted on the lands designated for Gateway Commercial Campus. Office uses shall only be permitted as an accessory use to an otherwise permitted use.

Planned Campus Style	4.6.4.3 The Gateway Commercial Campus development shall be designed as a planned campus primarily accommodating large retail outlets requiring large site areas with an extensive supply of on-site parking.
Access Restrictions	4.6.4.4 No direct access shall be permitted to either the adjacent highways or the Centre Street extension.
Prohibition to enclosed Shopping Centre	4.6.4.5 The Gateway Commercial Campus development shall not be developed as an enclosed shopping centre with interior common areas.
Design Consideration	4.6.4.6 Development of the site, including buildings and landscape design, shall reflect prominence and visibility of the site located at the intersection of two highways and its gateway location to the Town of Huntsville. The development is subject to site plan approval which will incorporate a high degree of urban design.
Size Limit	4.6.4.7 The Gateway Commercial Campus development shall generally consist of two large anchor outlets, each having a minimum gross floor area of 4,645 m ² (50,000 sq. ft.).
DSTM Limit	4.6.4.8 Smaller DSTM retail stores shall have a minimum gross floor area of 464 m ² (5,000 sq. ft.). However, not more than 5 DSTM retail stores may be permitted to have a minimum gross floor area of 186 m ² (2,000 sq. ft.), subject to rezoning. Council may require preparation of a market impact report in support of such rezoning.
Phasing	4.6.4.9 The development of the Gateway Commercial Campus will be phased. The maximum gross floor area of the first phase of the development shall not exceed 19,510 m ² (210,000 sq. ft.). Prior to any expansion beyond the first phase of the Gateway Commercial Campus, Council shall require the preparation of a market impact report and other supporting studies. The ultimate gross floor area of all buildings shall not exceed 24,155 m ² (260,000 sq. ft.).
Zoning	4.6.4.10 The Zoning By-law shall establish the range of permitted uses and performance standards which are appropriate for its function as a Gateway Commercial Campus.

4.6.5 Highway Commercial

Highway Commercial	4.6.5.1 Highway Commercial uses should be readily accessible to the passing motorist and visually congruent with surrounding uses.
Access Limits	4.6.5.2 Vehicular ingress and egress points to all Highway commercial establishments should be limited in number, be readily distinguishable and clearly defined. Where possible, landscaped boulevards should be provided. Where practical, the use of joint driveway access shall be provided.
Design Considerations	4.6.5.3 The development of a solid and unbroken strip of commercial land abutting these routes is not encouraged. The use of staggered

setbacks shall be encouraged in Highway Commercial designations to ensure the above. Highway Commercial development should be designed in such a manner so as to enhance the overall appearance of the area in which that development is located and minimize interference with traffic flow.

Lot Sizes

4.6.5.4 Highway Commercial uses should, in general, be limited to lots of large size having generous frontage on a major vehicular route.

Landscaping Provisions

4.6.5.5 Highway Commercial uses shall be suitably landscaped. Structures shall exhibit good visual facades or be screened from view. A high quality of building, site and streetscape design is encouraged. Outdoor storage shall be prohibited in the front yard of highway commercial uses.

4.7 Industrial

Industrial Development

4.7.1 In areas designated "Industrial", the predominant use of land shall be for the manufacturing and processing of raw materials and goods, repairing and servicing operations, the wholesaling of goods, and uses accessory to the foregoing. Some of the land may be used for purposes which are complementary or accessory to industry and may include institutional or convenience commercial uses. The regulations permitting these other uses will not allow any residential or other commercial uses unless such commercial or residential use is in combination with or complementary to the industrial use.

Industrial Park

4.7.2 Industrial development should provide attractive sites for all types of industry. The concept of an industrial park may be employed to satisfy these goals.

Existing Industries in the Core

4.7.3 Existing industries located in the older developed sections of the Huntsville Urban Settlement Area, particularly in or near the core area, may require special development policies. If relocation is deemed feasible, such industries shall be established in areas designated for such use. Expansion of these industries at their present location should be reviewed in terms of site overcrowding, conflicting land use, future suitable expansion areas and potential pollution problems. Due regard shall be given to the historic use of land for industrial purposes and the economics of industrial relocation.

Landscaping Considerations

4.7.4 Industrial development abutting residential, institutional, and open space uses or industrial areas abutting provincial highways or connecting links shall be adequately landscaped. Structures shall exhibit good visual facades or be screened from view. A high quality of building, site and streetscape design is encouraged. Outdoor storage shall be prohibited in the front yard of industrial operations. Screening of outdoor storage shall be required.

4.8 Institutional

Institutional Uses

4.8.1 Institutional uses include:

- a) Provincial, Federal, District and Local uses; and
- b) buildings or uses of an educational, religious, or charitable nature, and other similar undertakings of a public or semi-public character.

Types of Uses	4.8.2	Developments generally identified as institutional include community centres and arenas, parks and recreational facilities; public and separate schools; hospitals, nursing homes and homes for the aged; children's residence; senior citizens housing; fire and police protection facilities; libraries; museums; and other similar uses.
Designated Areas	4.8.3	Areas designated Institutional represent only a portion of the total area in the Huntsville Urban Settlement Area devoted to such use.
Small Scale Uses	4.8.4	Many Institutional uses require only a small development area and a location which is near or within a residential, commercial or open space area. New small scale Institutional uses may be permitted in any land use designation within the Huntsville Urban Settlement Area provided that in residential areas, the provisions of Section 4.5.1.6 apply.
Large-scale Uses	4.8.5	New large-scale Institutional uses may be permitted in areas designated Institutional, Commercial or Industrial. In other locations, such uses shall only be permitted following an evaluation of the impact of the facility on the surrounding area and approval of a zoning amendment. Large-scale Institutional uses are considered to be those which are substantially out of character with land uses in the surrounding area taking into account building area and height, building coverage of lot area, vehicular traffic and parking requirements, among others.
Locational Considerations	4.8.6	New large-scale Institutional uses shall be: <ul style="list-style-type: none">a) located on collector or arterial roads in order to provide adequate vehicular access to individual sites;b) located centrally within the service area;c) located adjacent to or in combination with other institutional uses where appropriate and possible;d) appropriately sited to accommodate demands with regard to parking facilities, servicing or other similar matters.

4.9 Open Space

Open Space	4.9.1	In areas designated Open Space the predominant use of land shall be for recreational purposes. Open Space uses may be public or private in nature serving the public or private individuals or groups and may include golf courses. Lands designated Open Space may also include hazard land areas.
Public Open Space	4.9.2	Public Open Space uses should be distributed throughout the community in such a way that all types of recreational areas are available within a reasonable distance of all residential neighbourhoods.
Linear Open Space Corridor	4.9.3	A linear open space corridor has been shown on Appendix 2 along portions of Highway 60, Centre Street extension and Hanes Road. The purpose of this corridor is to ensure that a landscaped buffer is provided between any development and the roadway or pedestrian pathways. The extent of the corridor will be determined at the time of development review and approval.

4.10 Mixed Use Areas

4.10.1 Main Street West Mixed Use Area

Main Street West
Mixed Use Area

4.10.1.1 The Main Street West Mixed Use Area is characterized by a variety of low density residential uses and mixed commercial uses. Development potential is constrained as a result of the linear nature of the area. Such linear character is caused as a result of railroad tracks running parallel to the area on the north and the area of high ground to the immediate south.

Permitted Uses

4.10.1.2 Development shall be oriented to residential and a limited range of commercial uses. The permitted uses of land shall generally be limited to:

- a) Residential development, and
- b) Limited commercial uses, including general offices, accommodation, personal services and recreational uses.

Access
Restrictions

4.10.1.3 Entrances onto Main Street West shall be kept to the minimum required to service a proposed development.

Multiple
Residential

4.10.1.4 Multiple unit residential development shall be subject to the following policies:

- a) the development shall be compact in nature and may be mixed with linked open space areas and recreational uses;
- b) the maximum permitted density for multiple family residential development shall not exceed 60 units per gross hectare (24/gross acre). The actual density of development shall be established in an implementing Zoning By-law.

Commercial
Development

4.10.1.5 Commercial development shall be designed in such a manner as to complement the character of the surrounding area and to reduce any adverse impacts between residential and commercial uses.

Mixed Uses

4.10.1.6 Mixed use commercial and residential facilities may be developed on a single property or within an existing building.

Off-street
Parking

4.10.1.7 Due to traffic volumes along Main Street West, the provision of adequate off-street parking to service any development shall be required.

4.10.2 Muskoka Road 3 Mixed Use Area

Muskoka Road 3
Mixed Use Area

4.10.2.1 The Muskoka Road 3 Mixed Use Area is located adjacent to the Huntsville District Memorial Hospital and is characterized primarily by older residential dwellings and several commercial uses. The development potential of this area is influenced by its proximity to the hospital and the ease of access from either Provincial Highway 60 or

(OPA#6)

Muskoka Road 3. The older dwellings located within this area may be suitable for conversion to multiple family residential or small-scale commercial use and the construction of new multiple family residential dwellings is permitted.

Residential
Conversion

4.10.2.2 Within the Muskoka Road 3 Mixed Use Area, the conversion of single family residential uses to multiple family residential or small-scale commercial uses shall be encouraged provided that the overall character of the area and surrounding neighbourhood is maintained.

(OPA#6)

Permitted Uses

4.10.2.3 The uses permitted shall include single detached residential, multiple family residential, converted dwellings, home occupations, professional or medical offices and convenience commercial uses.

4.10.3 Highway 60 Mixed Use Area

Highway 60
Mixed Use Area

4.10.3.1 The Highway 60 Mixed Use Area contains a variety of highway commercial and residential uses along Highway No. 60 adjacent to the built-up area of the community. These lands are strategically located due to their proximity to major transportation routes and existing municipal services. The general topography of the area provides for a high potential of direct and indirect use of Fairy Lake.

Permitted Uses

4.10.3.2 Within the Highway 60 Mixed Use Area the permitted uses of land shall generally be limited to:

- a) Residential development, and
- b) Limited commercial uses including marine and resort commercial uses, general offices, health services, accommodation, personal services and recreational uses.

Water and
Sewer Services

4.10.3.3 Development shall proceed on the basis of piped municipal sewer and water services. Where such service is not presently available, development will be conditional upon the provision of such services.

Entrances

4.10.3.4 Additional entrances to Highway No. 60 shall be kept to a minimum in order to provide for the safe and efficient movement of traffic.

Multiple
Residential

4.10.3.5 Multiple unit residential development shall be subject to the following policies:

- a) the development shall be compact in nature and may be mixed with linked open space areas and recreational uses;
- b) the maximum permitted density for multiple family residential development shall not exceed 60 units per gross hectare (24/gross acre). The actual density of development shall be established in an implementing Zoning By-law.

4.10.4 Centre Street Mixed Use Area

Centre Street Mixed Use Area	4.10.4.1 The Centre Street Mixed Use Area is characterized by a mix of commercial, industrial and some low density residential development. West Road and Centre Street are major access routes into the downtown core of the Town of Huntsville. The roads have traditionally developed with residential and industrial uses. However, in recent years, there has been pressure along Centre Street for commercial type uses.
Permitted Uses	4.10.4.2 The permitted uses shall include: a) limited commercial uses including accommodation, general offices, health services, personal services and recreational uses; and b) multiple unit residential development.
Water and Sewer Services	4.10.4.3 Development shall proceed on the basis of piped municipal sewer and water services. Where such service is not available, development will be conditional upon the applicant providing such municipal services to the proposed development.
Entrances	4.10.4.4 Additional entrances onto Muskoka Road 2 shall be kept to the minimum required to service a proposed development.
Commercial Uses	4.10.4.5 Commercial development shall generally consist of small-scale, non-land extensive commercial uses compatible with residential development.
Character	4.10.4.6 Commercial development shall be designed in such a manner as to complement the character of the surrounding area and to reduce any adverse impacts between residential and commercial uses. Impacts to be considered shall include but are not limited to noise, odour and visual.
Off-street Parking	4.10.4.7 Off-street parking only shall be provided to service development in this area.
Development Standards	4.10.4.8 Specific development standards for the uses permitted in the Centre Street Mixed Use Area shall be as provided in the Residential and Highway Commercial Sections.

4.10.5 Muskoka Road 3 North Mixed Use Area (MR4)

Muskoka Road 3 N Mixed Use Area	4.10.5.1 The Muskoka Road 3 North Mixed Use Area fronts onto Muskoka Road No. 3 North and Earls Road and has potential for limited commercial and medium density residential uses.
Permitted Uses	4.10.5.2 The permitted uses shall include: i) medium density residential development;

- ii) limited (“Convenience”) commercial uses including special trade contractors and certain accessory uses.

Contaminated Sites

4.10.5.3 Notwithstanding any provision of this Plan to the contrary, the development of the lands for residential uses shall be subject to a clean-up in accordance with Provincial guidelines as required by the Ministry of the Environment. Prior to any rezoning of the subject property for residential uses, a qualified professional shall undertake a verification program and shall certify that the lands have been made suitable for the proposed residential use.

Multiple Residential

4.10.5.4 Multiple family residential development shall be subject to the following policies:

- i) the development shall be compact in nature and may be mixed with linked open space areas and recreational uses;
- ii) the maximum permitted density for multiple family residential development shall not exceed 60 units per gross hectare (24 units/acre).

Commercial Uses

4.10.5.5 Commercial development shall generally consist of small-scale, non-land extensive commercial uses and shall be generally compatible with residential development.

Design Consideration

4.10.5.6 Due to the mixed land use nature of the area, commercial development shall be designed in such a manner as to compliment the character of the surrounding area and to minimize any potential adverse impacts between residential and commercial uses. Impacts to be considered shall include but are not limited to noise, odour and visual.

4.11 Future Urban

Future Urban

4.11.1 Lands designated Future Urban generally act as a holding category for future urban development. Only limited types and forms of development shall be permitted.

Existing Uses

4.11.2 In areas designated as Future Urban, the predominant use of land shall be for uses existing as of the date of adoption of this Plan, limited residential infilling of single detached dwellings, outdoor recreational uses, managed and limited forestry uses or mineral resource extractive uses.

Secondary Plan Requirement

4.11.3 Prior to development proceeding on lands designated Future Urban, Secondary Plans shall be prepared and approved as amendments to this Plan. The Secondary Plan Process establishes a more detailed planning framework for a particular area in support of the general policy framework established in this Plan. Secondary Plans shall be prepared by the Town, in consultation with and at the expense of the affected landowners within the Secondary Plan area, or may be funded as growth related studies through the Development Charges Act.