

## 20 Cairns Crescent, Huntsville - 2nd Submission

**Class 3 CPP Application - Major**

**Application #:** CPP/124/2024/THE

**Town Planner:** Kelsea Shadlock

**Last Updated:** 2025.09.04

#	REFERENCE MEMO/LETTER	COMMENT	ACTION BY	RESPONSE	PLAN/REPORT REFERENCE
1	General CPP Comments	The work be carried out in accordance with the plans	Client	Acknowledged. All work to be carried out in accordance with the revised plans	All Plans
2		All exterior lighting shall be dark sky compliant in accordance with Town of Huntsville Outdoor Lighting by-law 2016-3, as amended	Hammerschlag & Joffe	All exterior lighting is specified to be dark sky compliant as noted on drawings	Site Lighting Plan (E-100)
3		Appropriate erosion and sediment control measures being installed prior to commencement of any works and maintained until all disturbed areas have been stabilized	Lithos	Erosion Control Plan (EC-01) has been updated, to include a note clearly stating that appropriate erosion and sediment control measures will be installed prior to commencement of any works and maintained until all disturbed areas have been stabilized.	Erosion Control Plan (EC-01)
4		That all disturbed areas be stabilized and restored to existing conditions or better immediately upon completion of the works	Client	Acknowledged. All disturbed areas to be stabilized and restores to existing conditions or better following completion of the works	N/A
5	Civic Addressing	<p>An initial review of the 911 civic addressing for this proposed development has indicated the following:</p> <p>The main property and building civic address number would remain as 20 Cairns Cr.</p> <p>All internal unit numbers shall be assigned by the Corporate Information Department. This is to ensure all 911 civic addressing processes are completed for the new proposed development. Unit numbers will be assigned as 3 digit numbers and will begin with 100 series numbers on the first floor, then 200 series numbers on second floor, 300 series for third floor and 400 series for fourth floor. Example would be units 101,102,103 ... for first floor and then 201, 202, 203 .. for second floor and would continue to 401, 402, 403, etc.</p> <p>The property owner or agent should contact gis-911@huntsville.ca when final building plans are known and before contacting any utility providers such as hydro or gas to ensure the unit numbers are assigned and submitted for 911 civic address purposes.</p> <p>Following all approvals, it is the property owners responsibility to ensure the entrance off of Cairns Cr has a clearly visible 911 number sign for "20" to refer to the large building. It is also the property owners responsibility to ensure all individual unit numbers are clearly signed within the building as well. These are a requirement of the Municipal 911 Civic Addressing Bylaw # 2016-36.</p> <p>Any questions about 911 civic addressing or number signs, please contact gis-911@huntsville.ca</p>	TBG/Client	Acknowledged. Landowner and project team to contact the appropriate department when final building plans are known.	N/A
6		Fire route must be signed with no parking signs and built in accordance with the Ontario Building Code (OBC).	Options	Addressed. Fireroute and signs locations area indicated in site plan sheet A1.01, for fireroute sign details refer to traffic's siganage plan.	Site Plan (A1.01)
7		Request an OBC Building Matrix is submitted at the Building Permit stage.	Options	Acknowledged. It will be provided at permit stage.	N/A
8		This building will require a fire safety plan as well as detailed floor plans and fire alarm zone maps created by an architect/fire protection contractor.	Options	Acknowledged. It will be provided at permit stage.	N/A

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9	Fire Comments	Require a fire hydrant so that a pumper can be parked directly adjacent to it and the length of hose to connect to the FDC is less than 45m.	Options/Lithos	Addressed. A new fire hydrant and FDC locatrions are indicated in drawings. See Site plan sheet A1.01. Site Grading and Servicing (SG-01 & SS-01) Plans have been updated, to incorporate the proposed fire hydrant and FDC locations, according to the latest architectural set received.	Site Grading Plan (SG-01), Site Servicing Plan (SS-01), Site Plan (A1.01)
10		There is a propane fueling station with 75m of this property, request that the applicant demonstrate this does not jeopardize the safety of the proposed building.	TBG	We are not aware of any propane refueling stations located within 75 metres of the subject site at 20 Cairns Cr. Our review identified a propane tank at the rear of 235 Main Street West (Mobile Marine – Yamaha) and gasoline refueling station at the rear of 40 Cairns Crescent (Sunbelt Rentals), located approximately 180 metres and 190 metres from the site, respectively. These are well beyond the 75-metre distance noted in the comment.  We are unsure which propane refueling station is being referenced, as the nearest one found is located 2.3 km to the southwest of the site along Hemming Road. Regardless, even if such a facility were located within 75 metres, we do not anticipate any impacts to such fuel storage as a result of construction or otherwise. The Town retains the ability to request a Construction Management Plan at the building permit or construction stage. This plan could include measures to ensure neighbourhood safety, such as protocols for any temporary blasting required for grading.	N/A
11		Request the building be sprinklered if not already required by OBC.	Options	The proposed building is sprinklered. Details to be provided at permit stgae.	N/A
12		The Fire Dept encourages alterative solutions to be submitted to the Chief Building Official regarding the design of the standpipe system. The Fire Dept would prefer an NFPA 14 system designed with 65mm hose connections instead of 38mm hose connections with occupant use hose. This could serve as a cost savings to the building and long term for the buildings maintenance costs.	Client/Options	     The alternative solutions will be submitted to the Chirf Building Official at permit stage.	N/A
13	Building Comments	Final design submitted to the building department will need to be completed by the Architect, structural engineer, mechanical engineer, etc.	Options/Lithos	Acknowledged. Architectural drawings are prepared by the licensed architect.	All Plans
14		All fire access route shall meet 3.25 of the Ontario Building Code.	Options	Addressed, See Site plan and code consultant's report	Site Plan (A1.01)
15	Accessability Comments	Please fill out accessibility checklist	Options	Provided with the submission.	Accessibility Checklist
16		Under Section 2.2 Surrounding Context (page 4), it appears under the western context analysis it references another community. Please revise. "West: Situated west of the subject site are single-detached residences along Frisch and Joyce Streets. Continuing in this direction brings you to June Rose Callwood Public School, catering to students from Junior Kindergarten through Grade 8. Also to the west are Arthur Voaden Secondary"	TBG	     Acknowledged, this error is discussed in the Cover Letter.	Cover Letter
17		For the community benefit of smart value housing, how much is anticipated to be affordable?	TBG/Client	At present, no precise number of affordable units is available. Affordable unit count and length of affordability period will depend on Regional and Provincial funding availability.	N/A
18		For Muskoka "character," it would be beneficial to discuss design opportunities, as well as any feedback received from the public or Planning Council.	TBG/Options	Architectural drawings are revised as per the concerns and feedback received. Building elevations are updated.	Renderings, Architectural Drawings
19		Is there the ability to mitigate the visual impacts for the properties to the east (i.e. a vegetated buffer and/or an architectural step back of the fourth storey)? We are concerned about the visual impacts and the transition from high to low density.	TBG/Options/MSLA	To address concerns of visual impact for the properties on east and transition from high to low density a 3.0m landscape buffer is added at east and also the stepback at level 4 is added.  Landscape plans have proposed planting adjacent to the east property line.	Site Plan (A1.01) Landscape Plans (L2-02)
20		The entrance on the north side does not appear as animated or of the same human-scale as the southern entrance. As this entrance will be visible from the street and an access point for pedestrians, is there anyway to enhance the appearance of this side of the building and the entryway?	TBG/Options	Architectural drawings and elevations are updated to amphasize the building entrance with canopy and the covered pedestrian walkway.	Renderings, Architectural Drawings
21		Show 3m or greater required landscape buffer around the perimeter of the property.	Options/MSLA	Addressed. Drawings show minimum 3m bufferaround the perimeter at East and grater than 3.0m buffer at north and west. South has no touch zone of 23m where existing trees are preserved.	Site Plan (A1.01)
22		List the number of spaces to achieve a minimum of 20% with a minimum width of 3 metres.	Options	Addressed. Refer to site statistics on site plan sheet A1.01. 42 spaces are proposed with a minimum width of 3 metres, which corresponds with 20 % of the required spaces as per the town council's endorsed reduced apartment parking rate.	Site Plan (A1.01)

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23	Planning Comments	List the north interior side yard setback within the CPPBL compliance chart.	Options	The proposed north yard setback is indicated as 6.0m. See Site Plan sheet A1.01	Site Plan (A1.01) CPP Compliance Matrix
24		Confirmation of accurate height based on height definition.	Options	Addressed. The proposed building height is 19.55mm. See North elevation, the building height is measured from the average grade to the top of roof. Average grade is consider from north elevation, as it is facing Crains Crescent. Exit stair shaft and elevator shaft extension is not included in the calculation.	Site Plan (A1.01)
25		Show pergola on the site plan and the setbacks.	Options/MSLA	Addressed. See Site plan Sheet A1.01 and refer to landscape drawings for details.	Site Plan (A1.01)
26		The report only references the former Zoning By-law and not the Community Planning Permit By-law (CPPBL). Please revise to include references to the CPPBL.	SLR	Thank you. The 2025 consolidated CPPBL will be referenced within the technical memo (Section 1.1).	Section 1.1 (Technical Memo)
27		The report references that all existing vegetation is to be removed. Please confirm that there is to be vegetation retention and revise.	SLR	Some vegetation will be retained within the southern area of the Maple Hardwood (G058Tt) forest. This will be addressed in the meo (Section 1.1).	Section 1.1 (Technical Memo)
28		Provide additional grade points at entrance from Cairns Cres.	Lithos	Site Grading Plan (SG-01) has been updated, to include additional grade points at the entrance from Cairns Crescent.	Site Grading Plan (SG-01)
29		It is recommended that the entrance incorporate a spillway/ outlet to roadside ditch to prevent overland flow from spilling onto roadway.	Lithos	Site Grading Plan (SG-01) has been revised indicating a safe overland flow path directed toward the existing ditch along ROW. In addition, Appendix C of the Functional Servicing and Stormwater Management (FSR-SWM) Report has been updated, to include supporting calculations, demonstrating that the existing ditch can accommodate the overland flow without spilling or overtopping onto the existing roadway.	Site Grading Plan (SG-01), Appendix C of the Functional Servicing and Stormwater Management (FSR-SWM) Report
30		Entrance may require a culvert. Please confirm. Show additional grade points.	Lithos	Site Grading Plan (SG-01) has been updated, to include a culvert beneath the entrance from Cairns Crescent to accommodate existing drainage conditions. In addition, Appendix C of the Functional Servicing and Stormwater Management (FSR-SWM) Report has been updated to incorporate additional caclulations demostrating the capacity of the proposed culvert.	Site Grading Plan (SG-01), Appendix C of the Functional Servicing and Stormwater Management (FSR-SWM) Report
31		Show additional asphalt/ curb grades south of CB12. Is this portion designed to be a drop down curb to facilitate drainage to CB12?	Lithos	Site Grading Plan (SG-01) has been updated, to incluse additional curb grades along the curb line south of CB12. Storm runoff from the landscaped area will be directed to CB12, which has been designed to accommodate runoff under a 100- year storm event. In addition, any excess runoff will be safely conveyed toward the ROW ditch. Please refer to the conveyance calculations provided in Appendix C of the Fuctional Servicing and Stormwater Management (FSR-SWM) Report.	Site Grading Plan (SG-01), Appendix C of the Functional Servicing and Stormwater Management (FSR-SWM) Report
32		Show pond grading details, (ie. 100-year storm pond elevation, 2-year storm pond elevation). Note: 300mm freeboard is required above maximum water level.	Lithos	Site Grading (SG-01) Plan has been updated, to incorporate all pond grading details. A minimum freeboard of 0.3m has been provided above the maximum water level elevation to the top of the pond berm.	Site Grading Plan (SG-01)
33		Please confirm pond infiltration rate. Details show that pond includes a clay liner. Additionally, no outlet has been incorporated into the design.	Lithos	The design of the proposed Wet Detention Pond has been revised to be consistent with the MOE SWMP Manual Guidelines. As a result, Cross Section C-C provided in Detail Drawings (DD-01) has been updated to reflect these revisions, including the 450mm diameter outlet storm pipe.	Detail Drawings (DD-01)
34		Provide profile sections of typical perimeter wall. (Please include on details drawing)	Lithos	Site Grading (SG-01) has been updated, incorporating three additional cross sections Section D-D, Section E-E and Section F-F, for the proposed wall.	Site Grading Plan (SG-01)
35		Note: Swales/ ditch side slopes shall no exceed 3:1. Please revise where applicable.	Lithos	Site Grading Plan (SG-01) has been updated, to ensure that all swale and ditch side slopes do not exceed 3:1.	Site Grading Plan (SG-01)
36		Note: Major overland flow may be directed over access road, subject to the flow depth being less than 300mm and the velocity less than 0.6 m/s. Please confirm parameters.	Lithos	Appendix C of the Functional Servicing and Stormwater Management (FSR-SWM) Report has been updated, to incorporate supporting calculations demonstrating that the maximum flow depth does not exceed 0.028m and the maximum velocity remains below 0.45 m/s.	Appendix C of the Functional Servicing and Stormwater Management (FSR-SWM) Report
37		OGS structure shall be included to ensure quality control criteria is met. Please provide more details.	Lithos	The detailed design of the proposed Wet Detention Pond has been revised in accordance with the Town's Grading Criteria and MECP requirements outlined in the Storwmater Management Planning and Design Manual (2003). The sediment forebay has been designed to receive storm runoff and enhance pollutant removal, ensuring that the discharged water is considered clean. Based on the MOE guidelines, the sediment forebay is designed to achieve 80% Total Suspended Solids (TSS) removal. Please refer to Section 5.2.3 of the updated Fuctional Servicing and Stormwater Management (FSR-SWM) Report for further details.	Site Grading Plan (SG-01), Site Servicing Plan (SS-01), Section 5.2.3 of the Functional Servicing and Stormwater Management (FSR-SWM) Report

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38		Applicant to include interim drainage swales/ stockpile locations.	Lithos	Erosion Control Plan (EC-01) has been updated, to incorporate drainage swales and stockpile locations.	Erosion Control Plan (EC-01)
39		Design shall be in accordance with Drainage Management Manual (MTO, 1997) and the Stormwater Management Planning and Design Manual (MOE, 2003).	Lithos	Noted.	Erosion Control Plan (EC-01)
40		Note: ESC inspections shall occur at a minimum once per month or after every significant rainfall. Inspection records to be made available upon request from the Town of Huntsville.	Lithos	Erosion Control Plan (EC-01) has been updated, to include a note stating that ESC inspections shall occur at a minimum once per month or after every significant rainfall. Inspection records will be made available upon request from the Town of Huntsville.	Erosion Control Plan (EC-01)
41		Kitchen Rd S at Main St was excluded from the scope. This intersection shall be incorporated in the study.	Trans-Plan	The revised report includes Kitchen Road South and Main Street.	Traffic Impact Study
42		Pedestrian connectivity/ movements shall be included in the report.	Trans-Plan	The pedestrian connectivity/movements shall be included in the report.	Traffic Impact Study
43		Is there feasibility to retain any further trees along the northern and eastern property line documented as being removed and without rational listed for removal? Further retention would be beneficial for buffering and mitigation of visual impacts.	Kuntz/Options/MSLA	Grading and servicing work is required up to the northern and eastern property boundaries. Consequently, the trees located along these boundaries will be directly impacted and cannot be retained. To mitigate the resulting visual impacts, a landscape buffer has been proposed in these areas and will be implemented following the completion of grading.	Tree Inventory and Preservation Plan and Report
44		Is there feasibility for vegetation enhancement along the eastern property abutting low density residential?	Options/MSLA	Addressed. 3.0m landscape buffer is provided at Eastern property line, to create landscape buffer with abutting residential properties.	Site Plan (A1.01)
45		Show width of required landscaped buffers around the perimeter to confirm compliance.	Options/MSLA	Drawings shows min. 3m bufferaround the perimeter in dashed line. See site plan Sheet A1.01.	Site Plan (A1.01)
46		Provide area and setbacks of proposed pergola.	Options/MSLA	Addressed by Lithos, architectural drawings also indicate the updated layout.	Site Plan (A1.01)
47		It appears there is light trespass over the lot lines. Please revise to ensure there is zero light trespass.	Hammerschlag & Joffe	Plans have been revised to have 0 light trespass.	Site Lighting Plan (E-100)
48		For view two, the rendered view does not show the building that will remain in front of the proposed development. Please revise.	Options	Addressed. See the updated render provided with the submisison.	Renderings, Architectural Drawings
49		Areas of vegetation retention should be shown where feasible.	Options/MSLA	Addressed. See site plan sheet A1.01 and landscape drawings for details.	Site Plan (A1.01)
50		The summary and conclusion should further discuss how visual impacts for being mitigated and address Official Plan policy (i.e. vegetated buffer, vegetation retention or other architectural mitigation measures).	TBG/MSLA	Vegetation buffers have been revised and improved where possible, improved buffers are now in place along the eastern edge of the property along the driveway. Additional landscape elements have been integrated along the loading dock to reduce visual impact.	Site Plan (A1.01), Landscape Plans
51		With the detention pond being minimally setback from the property line, will there be enough space on every side for access and maintenance?	Lithos	Site Grading and Servicing (SG-01 & SS-01) Plans have been updated, to show the detention pond maintaining a minimum 3.0m setback from the northeast property line. In addition, the wet pond has been shifted southward in order to provide vehicle access to the entire facility, as recommended.	Site Grading Plan (SG-01), Site Servicing Plan (SS-01)
52		There are references in the report to the City of Huntsville when it is the Town of Huntsville, as well as references to by-laws that the Town does not have such as a "Green Roof By-law." Please revise.	Lithos	No green roof area has been proposed; therefore, Fuctional Servicing and Stormwater Managament (FSR-SWM) Report has been revised, to eliminate all references to the "Green Roof By-Law".	Functional Servicing and Stormwater Management (FSR-SWM) Report
53	Operations Comments	Please provide detail on achieving enhanced quality control targets. (ie. 80% TSS removal).	Lithos	Quality control requirements will be met through the implementation of a Proposed Wet Detention Pond. The proposed detention pond has been designed to provide Level 1 Protection as per MOE SWMP Guidelines. Please refer to Section 5.2.3 "Quality Controls" of the Fuctional Servicing and Stormwater Management (FSR-SWM) Report for further details.	Functional Servicing and Stormwater Management (FSR-SWM) Report
54		Provide recommendations or interim ESC measures. Details shall be provided for phasing of construction. (ie. stripping, grading etc.). Applicant shall show stockpile location(s) if applicable and temporary swales/ ditching. Design shall be in accordance with Drainage Management Manual (MTO, 1997) and the Stormwater Management Planning and Design Manual (MOE, 2003).	Lithos	Section 9.0 of the Fuctional Servicing and Stormwater Management (FSR-SWM) Report, as well as Erosion Control Plan (EC-01), have been updated, to incorporate all details regarding the measures implemented for the interim erosion control plan.	Erosion Control Plan (EC-01), Functional Servicing and Stormwater Management (FSR-SWM) Report
General Comments (Meeting With Staff on 11/7/2024)					
55		No Major Concerns: Town staff have no significant issues with the proposed height, density, or parking and generally like the overall site design.	TBG	Acknowledged.	N/A



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56		<b>Building Position Comments:</b> Consider shifting the building west and south to allow for a landscaping strip along the east edge of the driveway off Cairns Crescent. Staff are amenable to losing some parking spaces to facilitate this, though it would require reconfiguring the stormwater management (SWM) pond. Reducing parking slightly could also help alleviate pinch points, providing more room for vegetative buffers.	<b>Options/MSLA</b>	Addressed. Shifted the building west for 3.0m landscape buffer at east. Increased the buffer at north with 6.0m setback. SWM pond layout and location is also modified in the process.	Site Plan (A1.01)
57		<b>SWM Pond Adjustment:</b> Explore reshaping the SWM pond to optimize space for the building, possibly making it longer and less square.	<b>Lithos/Options</b>	Addressed by Lithos, architectural drawings also indicate the updated layout. Civil Engineering Drawings have been updated, to illustrate a reshaped SWM pond.	Site Plan (A1.01), Site Grading Plan (SG-01), Site Servicing Plan (SS-01), Erosion Control Plan (EC-01)
58		<b>Retaining Walls:</b> Confirm if retaining walls are proposed along certain site boundaries. If the building is shifted, check if the retaining walls would still be necessary.	<b>Lithos/Options</b>	Addressed by Lithos, architectural drawings also indicate the updated layout. Site Grading Plan (SG-01) has been updated, to show a retaining wall located only along the south side of the property.	Site Plan (A1.01), Site Grading Plan (SG-01)
59		<b>Road Widening:</b> Address the encroachment issue where part of Kitchen Road extends onto the site. This section may also be considered for urbanization, which could have cost implications, including potential cost-sharing.	<b>Options/Trans-Plan</b>	This site does not provide access from the Kitchen road south. However, the potential future access location is indicated for whenever Kitchen road is developed.	Site Plan (A1.01)
60		<b>Traffic Impact Study (TIS):</b> A peer review of the TIS will be required, with a capped budget of \$5,000.	<b>Trans-Plan</b>	The revised report incorporates the peer review comments.	Traffic Impact Study
61		<b>Servicing Design:</b> Staff require an update to the servicing design, including additional maintenance holes to meet updated standards.	<b>Lithos</b>	Site Servicing Plan (SS-01) has been updated accordingly.	Site Servicing Plan (SS-01)
62		<b>Water Lines and Tank:</b> The Town prefers an above-ground, heated shed-style tank for domestic and fire water lines, which could be positioned near the northern end close to Cairns Crescent.	<b>Lithos</b>	Site Servicing Plan (SS-01) illustrates two (2) separate water meter chambers - one for the domestic water service and one for the fire water line.	Site Servicing Plan (SS-01)
63		<b>Affordable Housing Agreement:</b> The Town requests a formal agreement before final Council approval to secure a percentage of affordable housing units for a specific duration. This measure is to ensure affordable housing options remain available even if CMHC or Muskoka Housing funding is not granted.	<b>Client</b>	Affordable housing provisions are contingent on appropriate Regional and Provincial funding being secured. The landowner remains open to engaging with municipal staff on what the affordable component of this proposal may entail.	N/A
64		<b>Bike and Car-Share Parking:</b> Town staff have asked us to consider including long-term bike parking within the building and designated car-share parking spots.	<b>Options/Client</b>	Partially Addressed. Long term bike parking spaces are provided at P1 level. Refer to site statistics and individual floor plans of P1. No car-share spaces are currently proposed.	Level P1 Floor Plan (A2.01)
65		<b>Additional Renderings Mansard Roof:</b> 1) Looking east along Cairns Cr towards site; 2) looking south from Cairns Cr down driveway to building and site (sidewalk appearance); 3) looking west down Cairns Cr at intersection with Kitchen Road South; 4) looking north up Kitchen Road South just ahead of Hollywood Dr; 5) looking west to site from intersection of Cascade Ln and Kitchen Road South	<b>Options</b>	Addressed. Provided with this submission, aligned updated drawings.	Renderings, Architectural Drawings
Planning Committee Meeting Comments (11/13/2024)					
66	<b>Councillor Clouthier</b>	Not enough greenspace in the area for residents, consider introducing more outdoor amenity spaces (potentially with programming)	TBG / MSLA	A total of 686.36 square metres of programmed indoor and outdoor amenity spaces are proposed. Additional landscaped spaces may be used by residents for recreational uses, though these spaces will be unprogrammed.	Architectural Drawings
67	<b>Councillor Clarke</b>	No shortage of houses for sale - rentals are the biggest deficit in Huntsville	TBG	The proposal includes 176 rental units ranging from 1-bedroom to 3-bedroom units.	Architectural Drawings
68		General concerns about the height and density being proposed - does the density and proposed setbacks reasonably coexist with the surrounding context?  Would feel more comfortable approving something within the permissible 3-storey range	TBG	The revised concept incorporates increased setbacks along the northern façade, as well as stepbacks on the 4th floor along the north and east faces of the building. This, in addition to the revised landscape approach, is intended to minimize the impact of density and privacy on neighbouring properties.	Architectural Drawings

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69		Questions about the secondary exist onto Kitchen Rd. S. given its state and environmental risks (flooding, etc.) why was this included in the proposal?	Trans-Plan	The revised proposal no longer includes an access to Kitchen Road in response to these comments. The only vehicular entrance is now along Cairns Cres.	Architectural Drawings
70	Councillor Morrison	On the record that he is pro-development and pro-rental, and notes that the plan overall feels reasonable	TBG	Secondary access is preferred by the Town and is a Regional requirement. We have been asked to explore this more fully in the TIS. Kitchen Road S. is planned to be a Regional connector in the fullness of time, which means that an access point here is key and would reduce the traffic onto Cairns	Architectural Drawings
71		Concerns about the number of units being proposed	TBG	The revised proposal has reduced the unit count to 176 units.	Architectural Drawings
72		Concerns about the impacts on neighbours in terms of views	TBG / Options	The revised concept incorporates increase setbacks along the northern façade, as well as stepbacks on the 4th floor along the north and east faces of the building. This, in addition to the revised landscape approach, is intended to minimize the impact of density and privacy on neighbouring properties.	Architectural Drawings
73		Flagging the need to balance the need for housing and the impact of the proposal	TBG		Architectural Drawings
74		Question about the specific number at which the proforma for this project would no longer work.	Client	The current concept is approximately where our client needs to be for this to make financial sense. We have not gone in high with the intent of coming down.	N/A
75		Flagging for a potential to stepback on the 4th storey to limit visual impact on neighbours	TBG / Options	Stepbacks have been integrated on the 4th floor.	Architectural Drawings
76		Flagging the potential to decrease the number of units, which in turn would allow for less parking, and less surface asphalt on the site	TBG / Options	Units have been revised to 176 units, parking counts have also been reduced to 211 stalls, reducing the need for surface parking.	Architectural Drawings
77		Question above the amount of indoor and outdoor amenity being provided	Options	Amenities being proposed at a rate of 3 square metres per unit, in line with general best practices.	Architectural Drawings
78	Mayor Alcock	Generally supportive of the work done to date and of the efforts made to engage the community	TBG	Acknowledged.	N/A
79		Flagging that the as-of-right permissions would allow for 120 units approx. Question about whether there is the chance to find a middle ground between the proposed unit count and as-of-right permissions	TBG	As of right permissions on the site would permit 130 units.	N/A
80		Flagging the need for more outdoor amenities; consider connectivity through new and existing trails, potentially at the southern edge of the property	TBG / Options	Sidewalks, walkways and crosswalks are proposed on the site, connecting the building with outdoor amenity spaces, parking lot and Cairns Cres. No trails are being proposed along the southern edge of the property.	Architectural Drawings
81		Affordable Housing: the 25% figure appeared to be contingent on funding. What is a reasonable figure for Affordable units, should funding not be secured, or would there be none.	TBG	Landowner is willing to provide some affordable housing, as a charitable donation to the Town, though this would be lower than the 25%. The affordable component will be contingent on appropriate funding being secured.	N/A
82		Flagging that the city has set aside capital funding to proceed with the design of Kitchen Rd S., there is potential to proceed with this project in coordination with this proposal	Trans-Plan	The revised concept no longer addresses Kitchen Road. Cairns Cres is now the only vehicular and pedestrian entrance being proposed.	Architectural Drawings
83	Councillor Fitzgerald	Flagging a desire to see more renderings and 3d views from Cairns Cres, Kitchen Road South and from the perspective of neighbours. Additional Renderings Mansard Roof: 1) Looking east along Cairns Cr towards site; 2) looking south from Cairns Cr down driveway to building and site (sidewalk appearance); 3) looking west down Cairns Cr at intersection with Kitchn Road South; 4) looking north up Kitchen Road South just ahead of Hollywood Dr; 5) looking west to site from intersection of Cascade Ln and Kitchen Road South	Options	Renderings have been produced and are included with this resubmission. These are for illustrative purposes only and may not fully depict the final form of the proposed building or surrounding context.	Renderings, Architectural Drawings
84		Question about the above-ground water retention tank, its use, purpose, etc.	Lithos / Options	Tank is for fire suppression, above-grade access is at the request fo the Region	N/A
85	Councillor Stone	Flagging the need for rental housing, to be able to attract and retain talent.	TBG	The proposal consists exclusively of purpose-built rental units	Architectural Drawings
86		The additional storey allows for additional units to the Town's housing stock	TBG	The 4-storey built form maximizes the delivery of housing on the subject site.	N/A
87		Would like to see the building move south and west to increase setbacks to neighbouring properties and allow for greater buffer. Potentially even adjusting the shape/layout of the building to have it address frontages differently. Definitely sees the benefit in a sete-back on the 3rd/4th floor to minimize visual impact.	TBG / Options	The revised concept sees the building shifted to the east, adding a 3 m buffer along the driveway. The building has also been reconfigured to increase the setback along the northeast of the building. Stepbacks on the 4th floor have been integrated.	Architectural Drawings
Public Comments					

#	REFERENCE MEMO/LETTER	COMMENT	ACTION BY	RESPONSE	PLAN/REPORT REFERENCE
88	Reg Baker and Linda Roach	"increase maximum permitted residential density from 60 units per gross hectare to 85 units per gross hectare" ..... this is an unacceptable increase of 41 % and allows for 500 - 600 new residents on this small property. The 185 units is far too much.	TBG	Unit count has been revised to 176 units in response to local comments, resulting in a proposed density of approximately 81 units per hectare. The unit counts being proposed are required to ensure the project's viability and constructability	Architectural Drawings
89		"increase maximum permitted building height from 11 m to 17 .2m or could be now at 19.6m depending on roof line" ..... this is an unacceptable increase of 78% being far too high for this "postage sized property".	TBG	The proposed height of the building is 19.55 metres measured based on the CPP By-law definition. Given the grading changes of the site, the height of the building will be experienced differently at grade depending on the location. Setbacks applied to the revised proposal are intended to minimize visual impact.	Architectural Drawings
90		"reduce northern interior side yard setback from 6m to 3.2m" ..... a 50 % reduction which is unacceptable	TBG	Setbacks on the interior side yard have been increased to meet the 6 m minimum.	Architectural Drawings
91		"permit a driveway within 1.5m of the lot line" ..... this is far too close to our existing residences	TBG	A 3.0 m landscape buffer has been added to the proposal, the driveway is now 4.5 metres from the eastern property line.	Architectural Drawings
92		removal of approximately 1372 mature trees is "clear cutting" this area and not good forest management	SLR	The removal of these trees is necessary to accommodate the proposed grading, servicing, and development requirements for the site. While we understand concerns regarding tree loss, this removal is not considered "clear cutting" as it is being carried out under a regulated development process with municipal oversight and approvals.	Tree Inventory and Preservation Plan and Report
93		The original set backs should not be changed and "pay in lieu of" is unacceptable. Biglieri must redo their Proforma to meet the existing setbacks and ensure this property is not changed from class 2 to class 3.	TBG	Setbacks along the property have been revised to better reflect the CPP By-law	Architectural Drawings
94		This area is not for high density and should be treated as such. We are all in favor of utilizing this property for low density residential "Muskoka Style" housing.	TBG	As discussed, the number of units, and density of the site has been slightly reduced. A muskoka aesthetic has been applied to the exterior of the building to better reflect the local context.	Architectural Drawings
95		The applicant has submitted a Visual Impact Study that suggests the development would not create a negative visual impact on the surrounding area, based on the building's placement, setbacks and existing vegetation. The report seems to completely ignore the neighbouring residence located at 26 Cairns Crescent. The north wall of the building would sit a mere 10m from the shared property line and stand at nearly 20m in height, with all existing vegetation completely cleared as indicated on the applicant's Tree Preservation Plan.	TBG	The Tree Preservation Plan identifies that the vegetation along the shared property line with 26 Cairns Crescent will be removed to accommodate necessary grading and servicing associated with the proposed development. Due to the extent of these works, retention of the existing vegetation in this area is not feasible. To address the resulting loss of vegetation, a landscape buffer is proposed following construction to help re-establish screening and mitigate visual impacts along this boundary.	Tree Inventory and Preservation Plan and Report
96		this structure will almost certainly cast a significant shadow on the neighbouring property. The proposed development would have a height of up to 19.5m – falling within half a meter of the typical requirement for such a study, as noted by the applicant. Additionally, the applicant notes that such studies may be required for buildings less than 20m when located near shadow sensitive areas, but seem to completely ignore the existing residence at 26 Cairns Crescent when suggesting the site is not located in such an area	TBG	No shadow impact study was requested by the municipality. The bulk of the building's massing has been designed to respect 45 degree angular planes taken from the permissible height at the northern and eastern property lines, as well as from the existing buildings to the north of the site. This will minimize the impacts of shadows and allow light to penetrate towards neighbouring properties.	Architectural Drawings
97		In addition to sunlight, the height and location of the building would infringe on the privacy for residents of 26 Cairns Crescent. Balconies and windows located on the north side of the building would look directly over this property.	TBG	As discussed, the building mass has been shifted to the west, and the northern portion has been pushed back to increase the side yard setback. Stepbacks on the 4th floor have also been added to the north and east. Combined, these changes will reduce concerns related to privacy and overlook.	Architectural Drawings
98		The applicant provided a noise study that only considers to emergency back up generators located on the structures roof as potential noise sources. We would like to draw attention to the loading bay that would be located a mere 4m from a neighbouring residence at 26 Cairns Crescent and which was omitted from this study entirely. Commercial vehicles driving backing in and out of the loading bay with auditory back-up alarms should surely be considered as a noise source on this sensitive receptor	Aeroustics	Noise due to "back up beepers" are exempted from the noise guidelines as they are provided for the safety of pedestrians in the vacinity of the vehicle.	N/A

#	REFERENCE MEMO/LETTER	COMMENT	ACTION BY	RESPONSE	PLAN/REPORT REFERENCE
99	Kelly Brown Stephen Wallington	While the applicant has provided a traffic study as part of their proposal, the suggested 70 two-way trips during peak periods seems to be a very low estimate given the 184 units (and 232 bedrooms). With an average of even 1 car per unit, this would amount to nearly 200 vehicles. In an area like Muskoka where public transit throughout the region is limited, this number seems highly questionable. Perhaps the calculation methods used are more suitable to larger cities where many residents rely on large-scale, reliable public transportation. The applicant has also requested a reduction in the number of parking spaces required for this type of development (231 vs 267). We are concerned that this would result in excessive on-street parking in an area that will also become heavily congested with an substantial increase in traffic.	Trans-Plan	<p>The proposed number of units for the development has been reduced to 176 units. In the latest revision of this report, the site is expected to generate 66 and 69 two-way trips in the weekday AM and PM peak hours. This data was obtained from the ITE Trip Generation Manual, in accordance with TIS guidelines.</p> <p>According to the parking study included in this report, the proposed parking spaces compared to the expected peak parking demand will have a surplus of 48 parking spaces. This should prevent on-street parking spaces.</p>	Traffic Impact Study
100		While the applicant suggests minimal deer activity was observed on the single day they attended the property, we as local residents can attest to frequent deer sightings within the property. The applicant also identified a number of Species at Risk located within the property but seem to suggest no substantial mitigation measures to protect their habitat. As local residents and concerned citizens, we would request the town consider requiring a peer review of the Scoped Environmental Impact Assessment conducted by the applicant’s consultant.	SLR	<p>(1) While deer may use forests for movement, deer targeted surveys were conducted to determine if deer wintering habitat was present. Due to the surveys (which note deer activity and proper habitat characteristics), this was not present.</p> <p>(2) Mitigation measures for SAR include avoidance of critical and sensitive life periods (nesting, roosting, etc.) . The use of timing windows and avoidance of works within sensitive windows have been recommended within the EIS and are consistent with federal and provincial requirements. This is discussed in more detail in Section 1.2 of the technical memo.</p>	Section 1.2 (Technical memo)
101		<p>We do not feel these statement are accurate given the impact on the existing residential property located at 26 Cairns Crescent which has been entirely ignored throughout the application.</p> <p>The north wall of the building would be located a mere 10m from the shared property line and tower nearly 20m high, with no vegetative buffer.</p> <p>A loading bay only 4m from the property line would also be located along part of the property line.</p>	TBG	The northern façade of the building is 6.0 to 10.96 metres from the northern property line, in excess of the required setbacks. Wherever possible, landscaping has been integrated along the northern setback to minimize visual impact from the proposed buiding. The revised concept includes improved landscaping along the loading bay to minimize visual impact on surrounding properties.	Architectural Drawings
102		As noted in our comment above, the north wall of the building would be located a mere 10m from the shared property line with 26 Cairns Crescent. So such sestbacks or design features have been used to provide such a transition.	TBG	the northern setback ranges from 6.0 to 10.96 metres from the northern property line, in alignment with the requirements of the CPP By-law.	Architectural Drawings
103		As noted in our concerns outlined above with respect to privacy and sun/shadows, the height of the proposed building and proximity to the existing residence at 26 Cairns Crescent would do not ensure adequate sunlight or privacy. The applicant appears to ignore this property as a shadow-sensitive area in their response, which a private residence most certainly is.	TBG	As discussed, setbacks have been increased, in alignment with CPP standards. Stepbacks have been integrated at floor 4 to better fit the majority of the massing within a 45 degree angular plane. These changes to the form will serve to minimize the impacts on neighbouring properties with regards to shadows and privacy.	Architectural Drawings
104		No such buffer exists between the proposed development and the residence immediately adjacent to the property at 26 Cairns Crescent. The north side of the building has a setback of only 10m from this residential property, and a loading bay that would be located a mere 4m from the property line. Furthermore, all existing vegetation would be removed as outlined on the applicant’s Tree Preservation Plan.	TBG	Setbacks along the property have been revised to better reflect the CPP By-law. While existing vegetation will be cleared, the revised landscaping approach includes new plantings along the northern setback where possible, to mitigate for some of the visual umpacts discussed by community members.	Architectural Drawings
105		The applicant seems to suggest the buildings shape and placement make it unnecessary to comply with this policy requirement. In making this statement, the applicant seems to completely ignore the fact that the north wall of the building would tower up to nearly 20m high and be located a mere 10m from a shared property line with a private residence at 26 Cairns Crescent.	TBG	The building massing has been adjusted to better comply with policy requirements and provide additional separation between the proposed building and adjacent properties.	Architectural Drawings



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106	Janet Cameron	My main concerns with this prohect are height & unit numbers. 4 storey apt complexes are not representative of Muskoka or Huntsville. I can't even think of such a large complex in Orillia. Going from 58 to 185 units is more than triple the original project & very high density. Triple# of people, triple traffic, triple services & deliveries. It's not just about more units. There could be 2-5 people living in each unit. Even if only 2-3 people that's 4-600 people in one complex.	TBG	The revised concept reduces the unit count to 176 units, a slight reduction from the initial proposal. Architectural style has been revised to better reflect the Muskoka aesthetic.	Architectural Drawings
107		People need to function. They come & go not just to work. They shop, take kids to school or sports or other activities. Seven days a week. Services for garbage & mail & 1 00s of deliveries each week plus multiple school busses to multiple schools will come & go. There is no retail or public recreation spaces or schools or really anything <u>within walking distance in this part of town.</u>	TBG	Certain services including a restaurant and food co-op existing within 800 metres. Sufficient parking, in alignment with municipal direction on parking for apartments, has been provided to allow access to additional services which may not be in walking distance.	N/A
108		Almost all of the traffic will be by cars or trucks. Is there public transportation? That's a lot of traffic every day for 4-600 people crammed into one complex.	Trans-plan	There are currently no public transportations available near the study site.	N/A
109		he reason we have planning bylaws restricting height is to prevent this congestion & stay below the tree tops. Be careful. Allowing this project is setting a precedent for future development. And it's on the visial doorstep of Huntsville. Is this what you want people to see when they enter Huntsville or drive by? It looks like an institution <u>from the renderings.</u>	TBG	The visual expression has been modified to better match local architectural styles and materials.	Renderings, Architectural Drawings
110		And they will strip the land of trees. If what was allowed to happen on the hill overlooking Fairy Lake that you see driving down Town Line Rd toward Brunel is any example of what not to allow or had the foresight about what the developers would do to build their fortresses then the town planners did not learn very well from that <u>ugly mistake.</u>	SLR	It is recognized that there are substantial tree removals, but this is within the urban boundary and within residential development boundaries. A landscape restoration plan will be used to plant native trees following removals (See restoration plan by Kuntz). This is discussed in more detail in Section 1.2 of the technical memo.	Section 1.2 (Technical memo)
111	Chris Clarke	The proposed location is not in the strategic plan for Huntsville as an intensification zone for high density units. It has no major amenities in close proximity, no parks, no sidewalks, no grocery stores, no pharmacies, not even a corner store, etc. All travel will have to be done by car or local buses which are not very well established.	TBG	Certain services including a restaurant and food co-op existing within 800 metres. Sufficient parking, in alignment with municipal direction on parking for apartments, has been provided to allow access to additional services which may not be in walking distance. Additional sidewalks may be provided over the long term as the community continues to urbanize.	N/A
112		Developments like this must blend in with the existing neighborhood, and this proposal in its current large scale will not blend in well with the area containing mostly single family homes with a few small apartments in the area. It will be large enough to be one of the first things people see when coming off of highway 11. A proposed development of this size would be much better suited closer to the Home Depot, Freshco, and the hospital with all amenities within walking distance.	TBG	The surrounding context has a mix of residential buildings, including 3-storey apartment buildings. The proposal contemplates additional density in exchange for community benefits including purposed built rental homes and some degree of affordable units. This large and underutilized site is ideally located next to key transportation routes, allowing for regional connectivity.	N/A
113		The current zoning does not permit a 17.2M height for good reason. There are no dwellings in the area that are at that height, and if council allows this zoning amendment the backyards of surrounding residents will be intruded by the windows <u>and balconies of the development.</u>	TBG	Setbacks and stepbacks have been incorporated into the massing to lessen the impact of the proposed building's height.	Architectural Drawings
114		Traffic flow in the area will become much more of an issue, with much longer lines at main intersections during peak flow times. A traffic study should be conducted that will likely recommend Traffic lights at Cairns Dr / Main and perhaps Kitchen S/Main.	Trans-Plan	A capacity analysis was conducted and results indicate the Main Street West and Cairns Crescent is expected to experience delays in future conditions. On the other hand, the Main Street West and Kitchen Road South intersection is expected to operate acceptably with under half a minute of delays. The congestion is determined to occur in background conditions showing the combination of future background developments cause the congestions. A more in-depth study with traffic signal warrant analysis may be done in connection to the results of this study.	Traffic Impact Study

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115		With no amenities in the area, what will the children of the 185 families do outside of their apartments with no parks, green space, etc? They will be playing on the roads which are already a hazard at times with people out walking their dogs with no road shoulder, sidewalks or open areas.	TBG	The proposed development includes indoor and outdoor amenity spaces that will provide recreational uses for local residents.	Architectural Drawings
116		With 185 units you are looking at adding perhaps 500-700 people to this area. This is a density per acre that has never been seen locally, and this geographic location is probably not an ideal spot for it. There are many better locations suitable for something of this scale with amenities in close proximity.	TBG	The proposed unit count has been reduced to 176 units in response to the building massing being shifted to accommodate new stepbacks and setbacks. The level density is required to ensure the project's viability and constructability.	Architectural Drawings
117		There are too many single family dwellings in the area that will have negative adverse impacts by allowing this size of a development to proceed. I doubt that Huntsville has any developments of this size in existence today, and likely not even anywhere in Muskoka.	TBG	Stepback, setbacks, and landscape buffers have been integrated to minimize the impact of development on surrounding properties.	Architectural Drawings
118		We need to make responsible decisions and minimize the impact to the existing surrounding neighborhood and residents. The reality is that this project will be occupied mostly by new residents and it will not do much to relieve the housing displacement issues we currently have with existing residents of Huntsville. Again I am not opposed to development but let's do it responsibly, taking the number of permitted units down to a more reasonable number by eliminating the fourth story and not allowing the 17.2M height variance is a good starting point, followed by increasing the setbacks to minimize impacts to the immediate Residences in close proximity.	TBG	Stepback, setbacks, and landscape buffers have been integrated to minimize the impact of development on surrounding properties.	Architectural Drawings
119		An additional 185-unit structure will certainly increase the traffic in our quiet community. There are two entrances proposed, off Cairns and directly into the proposed parking lot off Kitchen Rd. South. Although the entrance off Cairns is presented as the main entrance, most will use the entrance off Kitchen Rd. as it goes directly into the parking lot. In particular, the entrance off Kitchen Rd. South will increase the traffic significantly directly behind the townhouses of Cascade Lane with potentially 500 people moving into an apartment building of this size.	Trans-Plan	Only one vehicular access is now proposed at Cairns Crescent.	Architectural Drawings
120		On Kitchen Rd. South the pavement ends at Cairns Cres. Therefore, it's not paved to entrance proposed, (The Town would need to pave this area to the entrance).	Trans-Plan	Only one vehicular access is now proposed at Cairns Crescent.	Architectural Drawings
121		We have safety concerns with increased traffic, particularly for pedestrians, dog walkers, cyclists and children playing outside. As there are no sidewalks in this residential area.	Trans-Plan	Road improvements and concerns may be coordinated with the City to include the surrounding networks in their future plans.	N/A
122		Parking issues, as apartment buildings generally require extensive parking. Without adequate parking, it could force overflow parking onto our residential streets. The Biglieri Group has requested fewer parking spaces as part of one their variance requests.	Trans-Plan	According to the parking study included in this report, the proposed parking spaces compared to the expected peak parking demand will have a surplus of 48 parking spaces. This should prevent on-street parking spaces.	Traffic Impact Study
123		Traffic Study – Lights at potentially two corners – Corner of Kitchen Rd. South and Main St. and the Corner of Cairns Crescent and Main St. may be required with such an influx of traffic.	Trans-Plan	The potential need for traffic lights at the study intersections is a reasonable concern given the expected increase in traffic. This may be analysed in a more in-depth study of the results from this study.	N/A
124		Risk of setting a precedent to future developments/developers. By approving this Apartment building from the Bigerli Group it could set a precedent and make it harder to oppose similar projects in the future from other builders.	TBG	Future developments will be subject to the CPP By-law provisions and will require community engagement. Decisions on development are made by council based on the proposed development and local context.	N/A
125		The area currently sees flooding in the spring and wash outs during heavy downpours (Road maintenance on Kitchen Rd. South would be essential)	Lithos	Noted. Site Grading Plan (SG-01) has been updated, to maintain the existing elevations along Kitchen Road South and to providing overland flow routing towards Cairns Csescent. The grading approach improves existing drainage concerns while preserving the current roadside conditions.	Site Grading Plan (SG-01)
126		Potential rezoning for schools?	TBG	No educational uses are proposed on the site.	N/A

#	REFERENCE MEMO/LETTER	COMMENT	ACTION BY	RESPONSE	PLAN/REPORT REFERENCE
127	Jeff and Noelle Dupuis	Potential impact on property values.	TBG	The proposed development will include rental housing, the impacts on local housing values have not been analyzed as these fluctuate based on complex market changes over time.	N/A
128		This building would bring potentially 500 new residents to our community within a very short time.	TBG	The proposal recognizes the ongoing housing supply shortage within the Town and the desire to attract a more robust year-round population in support of local community and economy.	N/A
129		bThere has already been approved - 40 town houses going in behind our community of Cascade Lane as well. With the construction beginning in the Spring – then when this large building begins – our community will have construction on both sides.	TBG	No construction timeline is currently available for this proposed development. Beyond the CPP process, building permits will need to be secured prior to construction. Construction will also likely reflect market conditions	N/A
130		Please consider the noise and dust pollution from these projects, and quality of life to the residents that already reside here.	Aercoustics	Noise due to construction activites are exempted from the noise guidelines as they are temporary and considered necessary.	N/A
131		Out of town Developer – concerns in regards to the project starting, but not getting completed.	TBG	The landowner intends to fully deliver this project in a timely manner, in alignment with market conditions.	N/A
132		Loss of greenspace – Reducing the area’s beauty. The reduction of tree cover and natural grasses indigenous to the area. This is what we love about Muskoka - Our Nature and uniqueness.	SLR / Kuntz	The proposed tree removals are necessary to facilitate grading, servicing, and construction requirements for the development. It is recognized that the loss of existing vegetation will temporarily reduce tree cover and alter the character of the site. To mitigate these impacts, a comprehensive landscape plan has been proposed that incorporates native tree and shrub species to help re-establish canopy cover and maintain the natural character of the area over time.	Tree Inventory and Preservation Plan and Report
133		b.Negative impact on the wildlife - Bears (we already had many bears in town this year), deer, moose, fox, wild turkeys, squirrels, rabbits, migratory birds (ducks/geese), amphibious creatures and other marsh habitants. All these animals (and more) have been seen in this area!	SLR		
134		The area of Cascade Lane is located on the outskirts of the downtown. There are few amenities at this end of town. We are without gas, grocery or a convenience store. In fact, a 30-minute walk to the Shell station downtown is the closest store to purchase a bag of milk. It has been mentioned, that many residents will not have transportation. If this is true, this is not an area that is easy to get those simple home necessities. It requires a drive across the narrows on Highway 11 to Highway 60 or a drive downtown to Metro	TBG	Certain services including a restaurant and food co-op existing within 800 metres. Sufficient parking, in alignment with municipal direction on parking for apartments, has been provided to allow access to additional services which may not be in walking distance. Additional sidewalks may be provided over the long term as the community continues to urbanize.	N/A
135		Please consider the size of the building. Note the size of LAKETREE apartment building on highway 60 as only 84 units. Proposed is 185 units. Could you potentially consider half the size? Or a 3-story building, as opposed to 4-story as one of his variances is requesting?	TBG	The number of units being proposed has been reduced to 176 in response to comments. The size of the project has been designed to ensure project viability and constructability.	Architectural Drawings
136		Muskoka is an area that many people want to reside. We have a uniqueness that truly the world loves to come and play! Let’s celebrate the Muskoka style, and encourage this Developer to draft a building that expresses old or modern Muskoka. After all, it will be the first building that people will see from highway 11 as people travel north and the last one they see when travelling south. The current design appears to be clinical and similar to designs of the greater Toronto area. Let’s keep Muskoka special. We are unique, and that’s why people want to come here!	TBG	The revised concept includes a distinct Muskoka style architectural expression which is intended to better reflect the local context.	Renderings, Architectural Drawings
137		Cascade Lane is a friendly, quiet, pleasing community that is surrounded by beautiful hardwood trees teaming with song birds, raptors, deer, moose, beer and many species of small mammals.	SLR	<p>The removal of trees and vegetation is required to accommodate the proposed development and associated grading and servicing. It is acknowledged that this will result in the loss of existing habitat and alter the current visual character of the site. To address these impacts, a landscape restoration plan has been proposed that includes the planting of native trees and shrubs to help re-establish canopy cover and provide future habitat opportunities. These measures are intended to mitigate the visual impacts of tree loss and contribute to the long-term natural character of the area.</p> <p>Based on retained areas in the south end of the property, some degree of wildlife habitat will be retained following completion of the development. Wildlife habitat will also be available in the off property forest to the south. This response can be seen in Section 1.2 of the technical memo.</p>	Section 1.2 (Technical memo)

#	REFERENCE MEMO/LETTER	COMMENT	ACTION BY	RESPONSE	PLAN/REPORT REFERENCE
138	Neal Hewitt	The proposed development is alarming. The mere size of the proposed building in such a small space is ridiculous. The building is going to tower over the few trees that are left and become quite visible to Cascade residence, neighbors on Kitchen Rd and surrounding area. When we are not looking at the building, we are going to see a <u>massive parking lot</u>	TBG	Stepback, setbacks, and landscape buffers have been integrated to minimize the impact of development on surrounding properties. The proposed parking will pargely be shielded from view from the public realm by the building itself as well as the proposed landscaping along Cairns Crescent.	Architectural Drawings
139		The parking lot will access of Kitchen Road South, accident waiting to happen. The road not suitable for an access road leading to a building of that magnitude.	Trans-Plan	Only one vehicular access is now proposed at Cairns Crescent.	Architectural Drawings
140		Noise pollution will most likely be horrific and it would present a huge safety risk for our residents when accessing their homes from Cascade Lane. The building construction will probably go on for months and maybe years thus effecting our <u>privacy and safety</u> .	Aeroustics	Noise due to the proposed development is predicted to be below the provincial sound level limits.	Noise Impact Study
141		Clearing the land will destroy wildlife habitat and destroy the scenic beauty that surrounds us. Building of that size and nature will affect our property value as well as safety within Cascade Lane and neighboring homes.	SLR/Kuntz	<p>The removal of trees and vegetation is required to accommodate the proposed development and associated grading and servicing. It is acknowledged that this will result in the loss of existing habitat and alter the current visual character of the site. To address these impacts, a landscape restoration plan has been proposed that includes the planting of native trees and shrubs to help re-establish canopy cover and provide future habitat opportunities. These measures are intended to mitigate the visual impacts of tree loss and contribute to the long-term natural character of the area.</p> <p>Based on retained areas in the south end of the property, some degree of wildlife habitat will be retained following completion of the development. Wildlife habitat will also be available in the off property forest to the south. This <u>response can be seen in Section 1.2 of the technical memo.</u></p>	Tree Inventory and Preservation Plan and Report; Section 1.2 (Technical Memo)
142		I do understand the need for more affordable homes in Huntsville but there are better locations that have the amenities needed for 300 plus people. Areas that are closer to downtown, mechanical services, transit and the shopping centers.	TBG	The landowner will explore all avenues to bring affordable units to the subject site. No other sites are being considered as part of this proposal.	N/A
143		Building height to remain 11m or less.	TBG	The proposed increase in height, and expected shadow and privacy impacts will be mitigated by the proposed setbacks, stepbacks and landscaping on the site.	Architectural Drawings
144		Keep the residential density below 60 units per gross hectare.	TBG	The proposed number of units has been reduced, reducing the density for this proposal to approximately 81 units per hectare.	Architectural Drawings
145		Ensure that there is enough parking space to accompany residents, parking on Kitchen Rd, and Cains Cresent is not acceptable.	Trans-Plan	According to the parking study included in this report, the proposed parking spaces compared to the expected peak parking demand will have a surplus of 48 parking spaces. This should prevent on-street parking spaces.	Traffic Impact Study
146		Leave a 30-meter treed buffer between parking lot and Kitchen Rd.	TBG	No access is no proposed along Kitchen Road, this area is proposed to be sodded and landscaped leaving a <u>generous buffer between parking areas and the road.</u>	Architectural Drawings
147	Debbie Kazlauskas	Our road floods every spring and heavy rain falls.	Lithos	Noted. Site Grading Plan (SG-01) has been updated, to maintain the existing elevations along Kitchen Road South and to providing overland flow routing towards Cairns Csescent. The grading approach improves existing drainage concerns while preserving the current roadside conditions.	Site Grading Plan (SG-01)
148		I also am concerned about the heavy traffic this will cause. With no sidewalks it <u>makes it very dangerous to walk with my grandchildren.</u>	Trans-Plan	Road improvements and concerns may be coordinated with the City to include the surrounding networks in their future plans.	N/A
149	Mike Montgomery	<p>the driveway will be too close to my property line and will:</p> <p>a. kill established 40ft trees along my property</p> <p>b. lack of privacy with traffic driving back and forth behind my house</p> <p>c. noise from traffic from the driveway next to my house</p> <p><u>d. car lights at night shining into bedrooms from cars</u></p>	TBG / Trans-Plan	Noise due to the movement of residential vehicles on private property is not considered acoustically significant and typically parking lots for private passenger vehicles are considered exempt from the provincial noise guidelines.	N/A
150		We feel the variations proposed are unreasonable based on the size of the property and the close proximity to adjacent homes and properties. If allowed to proceed the increased size and density will be detrimental to existing property owners, new residents, and local traffic.	TBG / Trans-Plan	Stepbacks, setbacks and landscaping have been incorporated into the revised concept to attenuate for potential impacts of the proposed development on surroudning homes.	Architectural Drawings



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151	Bill & PJ O'Leary	The variations we are most concerned about are: - Request to increase the building height from 11 meters to 17.2 meters (3 stories to 4 stories). - Request to increase the maximum permitted residential density from 60 units per gross hectare to 85 units per hectare. - Request to reduce the minimum required number of parking spaces from 267 to 231. - Requests to reduce the side yard setback, and the driveway setback along the neighboring lot line.	TBG	The maximum height of 19.55 metres is taken from the lowest elevation on the northern façade of the building. Given the grading difference, this will be expressed as 15.05 metres along the building's southern façade. The number of units has been reduced resulting in a density of approximately 81 units per hectare. Parking has been reduced to 211 spaces, including 7 barrier-free spaces. The building's northwestern setback has been increased to meet CPP policies. A 3m landscaped buffer has been added to the east of the driveway for additional buffering.	Architectural Drawings
152		Increasing the development from 3 stories to 4, the unit density from 60 to 85 units per hectare, and moving the setbacks as requested by the developers allows for a larger building with more units. This in turn contributes to increasing the unit density beyond the development standards listed in the Request for Comments Community Planning Permit Application we received.	TBG		Architectural Drawings
153		The increased size of the development will result in the removal of many additional trees along the perimeter. These trees are environmentally beneficial and are aesthetically appealing to both existing residents and the new residents which will occupy the property.	SLR/Kuntz	The removal of trees along the perimeter is necessary to facilitate grading, servicing, and construction associated with the proposed development. While it is recognized that these trees provide environmental and aesthetic benefits, their retention is not feasible due to direct conflicts with the required works. To mitigate these impacts, a landscape plan has been proposed that includes the planting of new native trees and vegetation along the perimeter to restore canopy cover, provide ecological benefits, and maintain visual screening for both existing and future residents.	Tree Inventory and Preservation Plan and Report
154		A development with 185 units is likely to house upward of 550 people with somewhere between 225 to 300 cars for the residents alone. Most residents in the neighborhood have 2 cars per household. The roads surrounding the development are at best considered to be in poor condition. The increased traffic is inevitably going to cause further deterioration and congestion. In addition to the resident's vehicles there needs to be parking for visitors. Reducing total parking to 231 spots is entirely inadequate. This will result in overflow parking on the surrounding streets. A row of parked cars on the narrow roads surrounding the new building will create additional congestion and hazards for all drivers. Also there are no sidewalks in the neighborhood. The increased traffic and additional street parking will create hazards for pedestrians. The steep section of Kitchen Rd. S., adjacent to the development, is subject to regular washouts. A check with our local public works department will confirm how much repair work is required annually on this section of road. Increased traffic and additional parking on surrounding streets is going to create further problems with these essential road repairs. It will also create difficulty for snow removal vehicles, emergency vehicles, and school buses which may need access to the road.	Trans-Plan	The traffic impact study conducted for the proposed development identified some congestion at specific intersections. The proposed 231 parking spaces were determined to be adequate based on comparisons with parking requirements in other comparable cities and observed peak demand at three proxy developments.  Road improvements and concerns may be coordinated with the City to include the surrounding networks in their future plans.	Traffic Impact Study

#	REFERENCE MEMO/LETTER	COMMENT	ACTION BY	RESPONSE	PLAN/REPORT REFERENCE
155		This is a fairly remote area in Huntsville. There is limited public transit in town which increases the need for residents to have their own vehicles. There are very few amenities for shopping and services close by. There are no nearby schools, parks, playgrounds, or daycare facilities, to accommodate the needs of parents and children. I expect a development like this will draw a considerable number of children to the area. We understand the town requires affordable housing units for many residents who live in our community. Understandably the Town Planning Department must take into consideration the needs of both existing and new residents. The development standards currently in place should guard against issuing permits which increase population density beyond what is reasonable for a neighborhood to accommodate. Such a substantial increase in population will strain existing infrastructure and services which will negatively impact all residents.	Trans-Plan	We recognize that this is a car-dependent area due to limited public transit and nearby amenities. Our traffic impact study has accounted for this and reflects vehicle trip generation as well as actual existing traffic counts.	Traffic Impact Study
156	Reg Baker	The building height is alarmingly high on a small lot in an existing area of mostly residential homes. 4 stories is TOO HIGH. This is NOT a high density area of town.	TBG	Setbacks, stepbacks and improved landscape buffers have been added to the concept to mitigate for any impacts on surrounding development. Given the grade differentials on the site, the building will be experienced differently from various locations.	Architectural Drawings
157		Proposal for 184 units is TOO MANY. This area does not have sidewalks, lighting, town services or roads to accommodate increased congestion with a possible increased population of 500+ additional people.	Trans-Plan	Road improvements and concerns may be coordinated with the City to include the surrounding networks in their future plans.	N/A
158		We have concerns for the additional strain on town services: ie police, fire, healthcare, ambulance, bus, transit, water & sewer.	TBG	The landowner will make all required community contributions in the form of applicable development charges and fees to support the development of amenities and services to support the community as it grows.	N/A
159		Presently the roads are extremely narrow & presents safety issues for walkers in the area. To accommodate this amount of EXTRA traffic, people, & pets is an accident <u>waiting to happen</u> .	Trans-Plan	Road improvements and concerns may be coordinated with the City to include the surrounding networks in their future plans.	N/A
160		Approximately 1372 TREES are proposed to be REMOVED. This area of town is already prone to flooding so tree removal will increase flooding. Removal of all these trees is unnecessary and disturbing in this beautiful area with so many mature trees. We suggest that at the very least, any trees on the perimeter of the property should remain - it's not quick, easy or sensible to replace 30 ft high mature trees. THIS IS MUSKOKA, NOT TORONTO.	SLR/Kuntz	These tree removals are required to accommodate the proposed grading, servicing, and construction necessary for the development. While it is understood that mature trees provide significant environmental and aesthetic benefits, their retention is not feasible where they directly conflict with required works. With respect to flooding concerns, stormwater management measures are being incorporated into the overall design to address drainage and runoff in accordance with municipal and regulatory requirements. While it is acknowledged that newly planted trees will require time to reach maturity, these plantings will help restore canopy cover and maintain the natural character of the area over time.	Tree Inventory and Preservation Plan and Report
161		We are in favor of increasing residential housing - HOWEVER the planning process must ensure that the increase in population is relative to the size of the lot. This lot can only withstand a maxi mun increase of approximately 300 vs. the proposed 500 people. Again, THIS IS NOT A HIGH DENSITY NEIGHBORHOOD.	TBG	Studies prepared by the project team serve to demonstrate that sufficient servicing and road capacity exist to accommodate the proposed development.	Transportation Impact Study and Functional Servicing and Stormwater Management (FSR-SWM) Report
162		The proposal to reduce regulatory SETBACKS by approximately 50% inorder to SQUEEZE in the UNNECESSARY SIZE OF BUILDING is not acceptable. We respectfully ask that you consider the rights & concerns of existing neighbourhood residents/taxpayers. Our beautiful Muskoka scenery can be maintained with <u>compromises &amp; respect for both people &amp; environment</u> .	TBG	The proposal has been modified to adhere to the regulatory setbacks, improving the site condition and minimizing impact on surrounding land owners.	Architectural Drawings
163		Speed bump on main driveway as a decision as I do not want anyone ending up in my garage as they leave the parking lot since the main entrance is on my road.	Trans-Plan	Road improvements and concerns may be coordinated with the City to include the surrounding networks in their future plans.	N/A
164		I know Bob had mentioned this at the meeting on Tuesdays meeting but lighting on the front of the building I would like to make sure it is not pointing at the houses across from it.	Hammerschlag & Joffe	Lighting plan has been revised to eliminate light trespass on neighbouring properties	Site Lighting Plan (E-100)

#	REFERENCE MEMO/LETTER	COMMENT	ACTION BY	RESPONSE	PLAN/REPORT REFERENCE
165	Ian Speicher	Would like to see maybe a couple of trees planted on the front side of the building for curb appeal.	MSLA	Trees have been proposed where feasible. Landscape plantings will be planted following the proposed works. This response can be seen in Section 1.2 of the technical memo.	Landscape Plans Section 1.2 (Technical Memo)
166		Sidewalks and proper storm water management as there is only ditches on our street and not storm drains for water to dissipate.	TBG	A stormwater management pond is proposed on the site. This pond will serve to capture storm flows, manage their quality and quatity and minimize impacts of strom events on the local environment and community. Sidewalks are proposed internal to the site for circulation. These extend to Cairns Cres for future connectivity to sidewalks should they be installed by the municipality at a later date.	Functional Servicing and Stormwater Management (FSR-SWM) Report