



Town of Huntsville Staff Report

Meeting Date: November 13, 2024

To: Planning Council

Report Number: DEV-2024-101

Confidential: No

Author(s): Kelsea Shadlock, Senior Planner

Subject: CPP/124/2024/HTE - 1000120857 Ontario Inc. - 20 Cairns Crescent

Report Highlights

Staff review respecting Community Planning Permit Application CPP/124/2024/HTE.

Recommendation

For Information Only

Background

Purpose and Effect:

The application has been submitted to permit the construction of a four-storey, 185-unit multiple dwelling development. The application proposes variations to development standards through a Class 3 Community Planning Permit to:

1. Increase the maximum permitted building height from 11m to 17.2m;
2. Increase the maximum permitted residential density from 60 units per gross hectare to 85 units per gross hectare;
3. Reduce the minimum required northern interior side yard setback for a multiple dwelling from 6m to 3.2m;
4. Reduce the minimum required number of parking spaces from 267 spaces to 231 spaces;
5. Reduce the minimum required number of designated accessible parking spaces from 9 spaces to 7 spaces;
6. Reduce the minimum required number of loading spaces from 3 spaces to 1 space; and
7. Permit a driveway associated with a multiple dwelling use within 1.5m of a lot line abutting an Urban Residential – Low (UR1) precinct.

Site Characteristics and Surrounding Uses:

The subject lands are 2.1ha in area with approximately 48m of frontage on Cairns Crescent and approximately 35m of frontage of Kitchen Road South. The property is currently vacant and is well-vegetated, gently sloping upward from Cairns Crescent. The lands consist of a mixed forest on the

majority of the site with an open field area at the northern portion adjacent to Cairns Crescent. The subject property is surrounded by residential development to the north and east, commercial development to the west and forest area to the south.

Location: Part of Lot 36, RCP 509; Former Geographic Township of Chaffey; Designated as Part of Lot 2 on 35R-12017 & Designated as Part of Lot 2 on 35R- 19662; Town of Huntsville; District Municipality of Muskoka

Previous/Current Files: Z/40/2008/HTE, SPA/02/1990/HTE, SPA/24/2008/HTE

Natural Constraints: Steep Slopes (20%-40%), Stratum 2 Deer Wintering Habitat

Human Constraints: None

Official Plan: Urban Residential

Precinct: Urban Residential - High (UR3), R4-1832

Overlay: Natural Constraint 2 Overlay

Access: Municipally Year Round Maintained Local Road (Cairns Crescent), Municipally Year Round Maintained Urban Collector Road (Kitchen Road South)

Servicing: Municipal Piped Water and Sewer Systems

OSRA Status: N/A

Technical Background Report(s):

- Cover Letter prepared by The Biglieri Group, dated August 8th, 2024
- Planning & Urban Design Rationale Report and Public Consultation Strategy prepared by The Biglieri Group, dated September 2024
- Visual Impact Statement prepared by The Biglieri Group, dated August 2023
- Site Plan and Architectural Plans prepared by Options Architects, dated May 2023
- Scoped Environmental Impact Assessment prepared by Palmer, dated August 3rd, 2023
- Functional Servicing and Stormwater Management Report prepared by Lithos Group, dated August 2nd, 2024
- Civil Drawings Set prepared by Lithos Group, dated March 25th, 2024
- Traffic Impact Study prepared by Trans-Plan Transportation Engineering, dated July 2024
- Survey prepared by IBW Surveyors, dated February 3rd, 2023
- Landscape Plans prepared by MSLA, dated March 2023
- Lighting & Photometrics Plan prepared by Hammerschlag & Joffe, dated March 2024
- Geotechnical Investigation Report prepared by Toronto Inspection & Engineering Services Inc., dated June 17th, 2008
- Noise Impact Study prepared by Aercoustics, dated July 17th, 2024
- Forest/Tree Inventory and Preservation Plan prepared by Kuntz Forestry, dated May 11th, 2024
- Tree Inventory & Preservation Plan Report prepared by Kuntz Forestry, dated May 11th, 2023, revised January 23rd, 2024

Discussion

Town of Huntsville Community Planning Permit By-law

The subject lands are within the Urban Residential - High (UR3) precinct. The UR3 precinct generally applies to high density residential uses which include low and mid-rise apartments. Previous site-specific exception R4-1832 also applies to the subject lands and states: "Notwithstanding any requirements of Zoning By-law 2008-66P, the lot frontage shall be deemed to comply and the exterior yard requirements along Kitchen Road shall be 6m." The exception was added to the property in 2008 to accommodate a 58-unit townhouse style development (Z/40/2008/HTE). This development was not constructed but the site-specific exception remains on the property and does not impact the

current proposal. The proposed use complies with the precinct and site-specific exception except where variation is needed.

The variations include reductions in the number of parking spaces, number of loading spaces and setbacks, and increases in density and height. It is important to note when considering increases in height and density, Section 5.2 of the CPPBL applies. Provisions in this section provide criteria to be met where applications for increased height and density are considered, including demonstrating that the proposed development is consistent with the intent of the goals of the CPPBL; compatible with the surrounding area; provides community benefits above and beyond those that would otherwise be provided; and provides community benefits that bear a reasonable planning relationship to the increase in height and/or density. Section 2.5.2 also lists the type of the community benefits to be considered in applications to vary height and density.

Section 1.20 of the CPP Bylaw discusses five (5) criteria that must be addressed when evaluating variations. Under Section 1.20.1, the compliance with the criteria must be demonstrated prior to issuance of a Community Planning Permit. A number of studies were provided, in support of the application and to address the criteria. The supporting documentation is outlined below.

Supporting Documentation

The Site Plan and Architectural Plans were prepared by Options Architects and provide the detailed site layout, elevations and renderings of the proposed building. The four storey building is designed in a “U-shape” on the north half of the subject lands with surface parking and partial below grade parking. The plans shows 136 (136) one-bedroom units, eight (8) one-bedroom units with a den, sixteen (16) two-bedroom units, sixteen (16) two-bedroom with den units, and eight (8) three-bedroom units. The development also offers amenity spaces, both indoor and outdoor. The building is oriented closer to Cairns Crescent where the grades are level, and the southern portion of the property which is sloped is to be left undisturbed. Looking at the topography, the buildings positioning requires less grade alteration and site works. However, in positioning the building closer to Cairns Crescent, the multiple dwelling building is closer to the abutting existing low density residential uses. As the building is oriented in a southern direction, the main entrance will lead to the parking area and the rear of the building will face the road. Comments have been provided to the applicant to further consider the positioning of the building, and its orientation and appearance from Cairns Crescent.

A Scoped Environmental Impact Study (“EIS”) was prepared by Palmer. The study reviewed the natural heritage features, habitat for endangered and threatened species, significant wildlife habitat, and provided recommendations. Field investigations determined the ecosites on the subject property to allow for the identification of potential natural heritage value. This included an assessment of the Deer Wintering Habitat (Stratum 2) which was identified within the Natural Constraint 2 Overlay in the CPPBL. Based on Palmer’s observations, the on-site forest community is not expected to provide Deer Wintering Habitat (Stratum 2). No evidence was observed to indicate that the subject property is used for significant bedding or foraging activities. Therefore, there are no concerns that tree removal for the proposed development will remove vital winter cover for deer. The EIS also reviewed the proposed stormwater management pond, and recommended erosion and sediment control protection measures be erected at the proposed limits of the development to prevent movement of sediment-laden stormwater during construction earthworks into the adjacent off-site landscape. General mitigation measures were also recommended such as removal of vegetation outside of the breeding bird season and the bat maternity roosting period.

A Tree Inventory & Preservation Plan Report was prepared by Kuntz Forestry. Deciduous trees greater than 6cm diameter at breast height, and coniferous trees greater than 2m in height within the woodland were 100% tallied as a group and identified as a single polygon. This polygon has been

identified as P22. The study documented 1,609 trees within P22, as well as 206 individual trees and 21 polygons growing outside of P22 that could potentially be impacted by the proposal. The removal of approximately 1,372 trees within P22, and 101 trees and 14 polygons outside of P22 will be required to accommodate the proposed development. The remaining trees and polygons can be saved with the implementation of appropriate tree protection measures. Recommended mitigation measures include tree protection barriers and fencing, no construction activity in tree protection zone, and site visits, pre, during, and post construction by either a certified consulting arborist or registered professional forester. Looking at the plan and report, it appears that there may be opportunity to retain more trees along the northern, western and eastern interior lot lines, to ensure a vegetated buffer between the proposed development and adjacent low density residential uses, if the building could be shifted away from these lot lines.

A Visual Impact Statement was prepared by The Biglieri Group to assess the visual impacts of the proposed development. Seven (7) viewpoints were reviewed with renderings of the proposed building to demonstrate its visual impact. The analysis indicates that the proposed development is visible to varying degrees from several viewpoints but it will be below the tree line and align with the massing and height of nearby buildings. However, the assessment did not include a detailed discussion of the visual impacts for abutting land nor recommend mitigation measures to address impacts. Consideration of further visual impact analysis and mitigation measures for abutting landowners have been requested by staff.

A Traffic Impact Study was prepared by Trans Plan Transportation Engineering. The study detailed a Traffic Impact Study, Parking Review, and Site Plan Review. The Traffic Impact Study assessed the existing road network and future conditions, and predicted a manageable increase in traffic with the development expected to generate approximately 69 and 72 two-way trips during weekday morning and evening peaks, respectively, without necessitating operational improvements. In the parking review, the planned 231 parking spaces, which is 36 spaces below required standards, was deemed sufficient when compared to similar developments in comparable municipalities. Looking at the study, it appears the intersection of Kitchen Road South and Main Street was excluded from the scope, as well as an analysis of pedestrian connectivity and consideration of needed upgrades to Kitchen Road South. Staff has requested further consideration of these matters.

The Functional Servicing and Stormwater Management Report was prepared by Lithos Group Inc. The report assessed future storm drain, sanitary sewer, water supply and site grading. The report proposes an on-site detention pond in the north west corner of the property, and concludes that stormwater discharge will be controlled to pre-development conditions. For sanitary sewers, the development will connect to an existing sewer on Cairns Crescent. Water supply will be provided by an existing watermain on Cairns Crescent. Site grading will match existing drainage patterns, improving conditions to meet Town and District requirements, with overland flow directed to adjacent rights of way. Town Operation staff and District Public Works and Engineering staff have reviewed the report and provided technical comments to be addressed prior to further consideration of this application.

A Noise Feasibility Study was prepared by GHD limited. The study evaluated the existing and future noise environment to assess impacts on surrounding noise-sensitive receptors and to ensure compliance with Ontario's Ministry of the Environment, Conservation and Parks (MECP) noise guidelines. Utilizing architectural plans, road studies, and traffic information, the study identified noise sources including transportation noise, stationary noise sources, and emergency sources. The study concluded that the proposed development will meet the noise guidelines without requiring additional exterior construction upgrades. Any future changes to the plans should be reviewed by an acoustic consultant to ensure continued compliance with noise standards. A warning clause is also

recommended for inclusion in purchase and tenancy agreements to inform residents about possible noise from nearby industrial activities.

A Planning & Urban Design Rationale Report was prepared by The Biglieri Group. The report provided an overview of the proposal, the subject lands and application history. There was a summary of each supporting study, the scope of work provided and the findings. An analysis of the relevant planning policy documents also discussed the merits of the proposal and its conformity with the CPPBL, Town Official Plan, Muskoka Official Plan and Provincial Planning Statement. As the proposal exceeds height and density standards, the report also discussed community benefits in accordance with 5.2 of the CPPBL. The benefits include purpose-built rental housing, with plans to include some affordable housing if subsidies are secured (i.e., smart value housing), and sustainable building design with energy and water conservation features, such as a green roof. The applicant is considering smart value housing as a component of the development up to 25% of the one-bedroom units. The public engagement strategy was also discussed in the report and includes one-on-one meetings with councillors, door-to-door in-person discussions and mail drops with immediate neighbours, and an applicant-led Public open house (virtual).

Looking at the supporting documentation, further information is needed for an analysis of the criteria under Section 1.20.1 of the CPPBL.

Town of Huntsville Official Plan

The subject lands are designated "Residential" in the Huntsville Official Plan (HOP) and are located within the Huntsville Urban Settlement Area. The Urban Residential designation generally encourages intensification throughout the built up area (C3.2.27) and permits high density low-rise apartment buildings (C3.3.1). The proposed development would introduce a residential density of approximately 85 units per hectare which exceeds the maximum 60 units per hectare for high density residential in the HOP. Part F Section 1.4.13 of the HOP states the Town may "consider increases in the height and density of development otherwise permitted on a specific site in exchange for community benefits" as set out in the CPPBL. The increased height and density must be consistent with the goals of the HOP, be compatible with the surrounding area, provided a community benefit beyond the standard of development and that bear a relationship to the scale of the height and density increase. The applicant is proposing to develop a 185-unit purpose-built rental building with smart-value housing (affordable housing) in conjunction Canada Mortgage and Housing Corporation (CMHC) or the Muskoka Affordable Housing Initiatives Program (MAHIP). The number of smart value units has not yet been determined, as the programs first require planning approval to be in place. The building will also have sustainable design features such as a green roof.

When developing any medium and high density residential development the HOP identifies considerations for assessing compatibility (C3.3.11). This includes compatibility with the existing land uses in the immediate area and the character of the residential area; where adjacent to low density residential areas, medium and high density housing shall maintain a low or staggered building profile to conform visually to the adjacent residential areas; and buffering from any adjacent low density residential use be provided through increased setbacks and/or significant vegetative plantings/retention, where site conditions warrant. Other considerations are proximately to open space, degree of landscaping, transportation connections and servicing availability. In this instance, the development is in a transitional area with low-density residential uses directly abutting the property but nearby medium and high density residential, commercial and industrial uses on Cairns Crescent and Kitchen Road. The property is also close to Town amenities and transportation thoroughfares including Main Street West, Aspdin Road and Highway 11. There is an outdoor amenity space proposed on the eastern side of the property in addition to indoor amenity areas on each floor of the building, with the south end of the property to remain treed. The area appears to be appropriate

for high density residential based on the surrounding land uses, however, the application doesn't provide significant buffering, transitional elements and vegetation retention for the adjacent low density residential. As the application is requesting reduced setbacks, these matters should be further addressed.

Section E of the Official Plan sets out policies for infrastructure for new and existing development. Where new development is proposed, access roads must have the capacity to accommodate any additional traffic and a traffic study may be required where applicable (E3.6.5). The Traffic Impact Study prepared by Trans Plan reviewed the proposed development and the traffic impacts based on projected conditions. The report stated that no road upgrades are required; however, the study did not include the intersection of Kitchen Road South and Main Street West and an analysis of pedestrian connectivity. Additional consideration was also requested for Kitchen Road South given its existing condition and future development.

Policies of Section B of the Official Plan require that natural heritage features and areas, and their ecological functions, be protected from impacts relating to development (B2.3.1). Constraint mapping identifies Steep Slope areas and Deer Wintering (Stratum 2) on the subject lands. Where development is proposed on lands containing such slopes, the degree of slope and slope stability, including slopes which present a constraint to development, are confirmed by the Town through site inspection and/or the review of detailed information submitted in support of a development proposal (B4.3.2). Through the provided plans, steep slopes are to be maintained at the south end of the property, and vegetation is to be maintained in this area. For the Deer Wintering Habitat (Stratum 2), an EIS was provided to review the property and its significance as deer habitat. As the lands are located in the urban area and far from identified Deer Yard (Stratum 1) areas, there is no potential for habitat and impacts are not anticipated.

District of Muskoka Official Plan

The lands are included in the "Urban Centre" designation in the Muskoka Official Plan (MOP). The proposal would appear to conform to the intent of the MOP. District Engineering and Public Works staff comments in response to this application are contained in Attachment #4 to this Report. Their comments include suggested provisional conditions for adequate infrastructure for water and sewer services, hydraulic modelling, a peer review of the traffic impact study and the implementation of the recommendations from the EIS.

Town of Huntsville Urban Design Guidelines

There are no applicable Urban Design Guidelines.

Provincial Planning Statement

The 2024 Provincial Planning Statement applies to this proposal and indicates that Settlement Areas shall be the focus of growth and their vitality and regeneration shall be promoted. Land use patterns within Settlement Areas shall also be based on densities that efficiently use land and infrastructure and encourage intensification and compact form.

Next Steps

Comments have been provided to the applicant for further consideration of visual impacts and mitigation measures for the abutting low-density residential uses, as well as the requested updates to the Functional Servicing and Stormwater Management Report, and Traffic Impact Study. Once all updated reports have been received, and issues raised in this report and by the public are addressed, staff will be in a position to provide a recommendation in relation to this application.

Options

Council could issue a decision for the application; however, that is not recommended, as further review of the application would be required once outstanding comments are addressed and updated supporting documentation is provided.

Operational

Approval of this application may affect operational budgets for some Town departments, including the Community Services Division and the Operations and Protective Services Divisions.

This development includes a total of 185 new residential units.

Council Strategic Direction / Relevant Policies / Legislation / Resolutions

Strategic Plan

Pillar #1: Balanced Growth

Balanced Growth – 1.1: Review planning legislation and policies to support flexibility and optimize land use, including in rural areas, to address different community needs.

Pillar #2: Protected Natural Environment

Protected Natural Environment – 1.1: Continue to apply best practices in maintaining our natural heritage features.

Relevant Policies/Legislation/Resolutions

Provincial Planning Statement

Planning Act, R.S.O. 1990, cP.13

District of Muskoka Official Plan

Town of Huntsville Official Plan

Community Planning Permit By-law 2022-97, as amended

Attachments

[Attachment #1: Location Map](#)

[Attachment #2: Sketch](#)

[Attachment #3: Site Photos](#)

[Attachment #4: District Comments](#)

[Attachment #5 - Letters of Objection](#)

Consultations

The application was circulated in accordance with the provisions of the Planning Act. The applicant also carried out one-on-one meetings with councillors, door-to-door in-person discussions and mail drops with immediate neighbours, and an applicant-led Public open house (virtual) on November 11th. Four letters of objection (Attachment #5) were provided which describe concerns regarding the visual appearance, height, density, the reduced setbacks abutting low-density residential, servicing constraints, and surrounding road capacity and conditions.

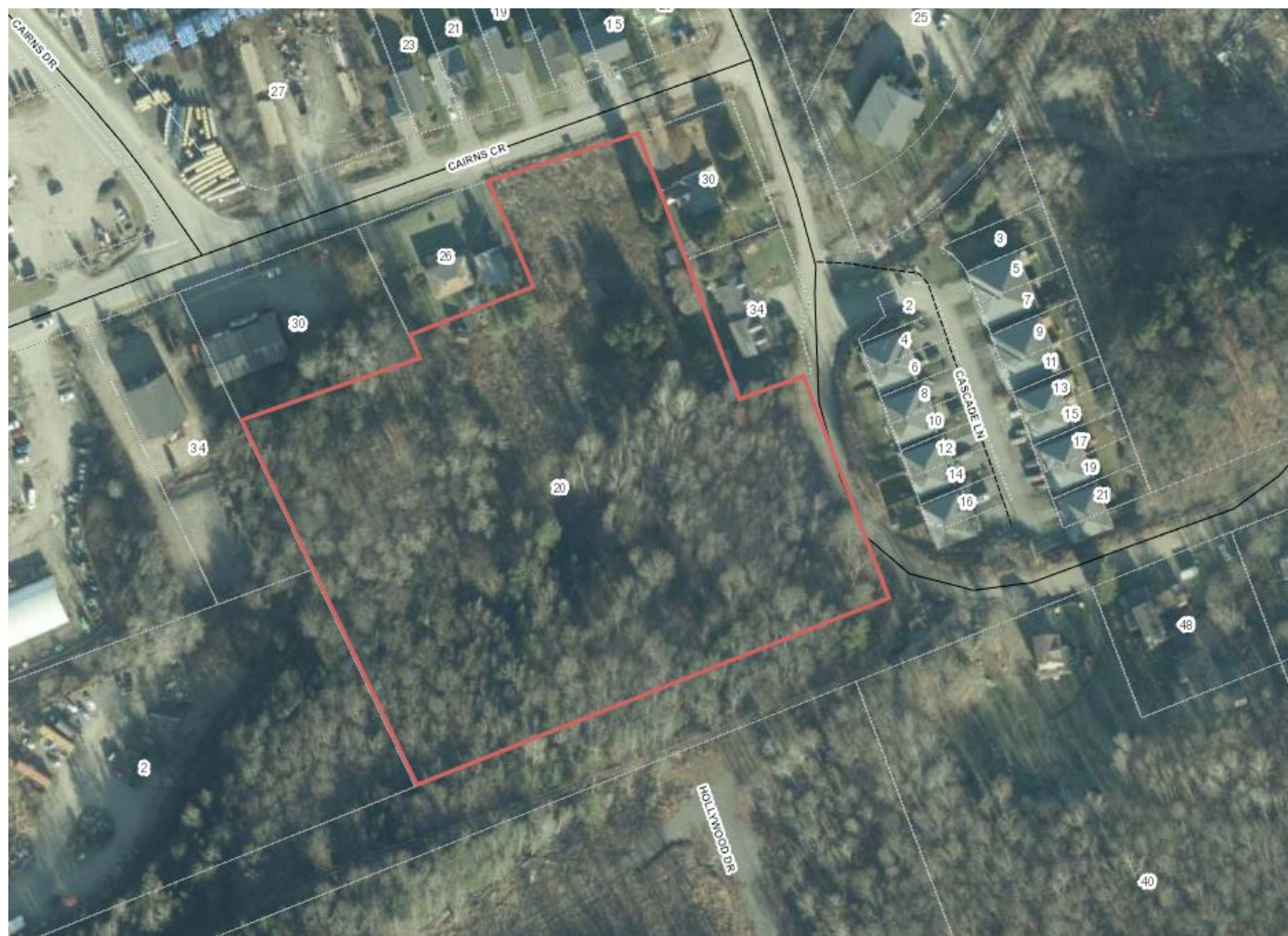
Respectfully Submitted: Kelsea Shadlock, Senior Planner

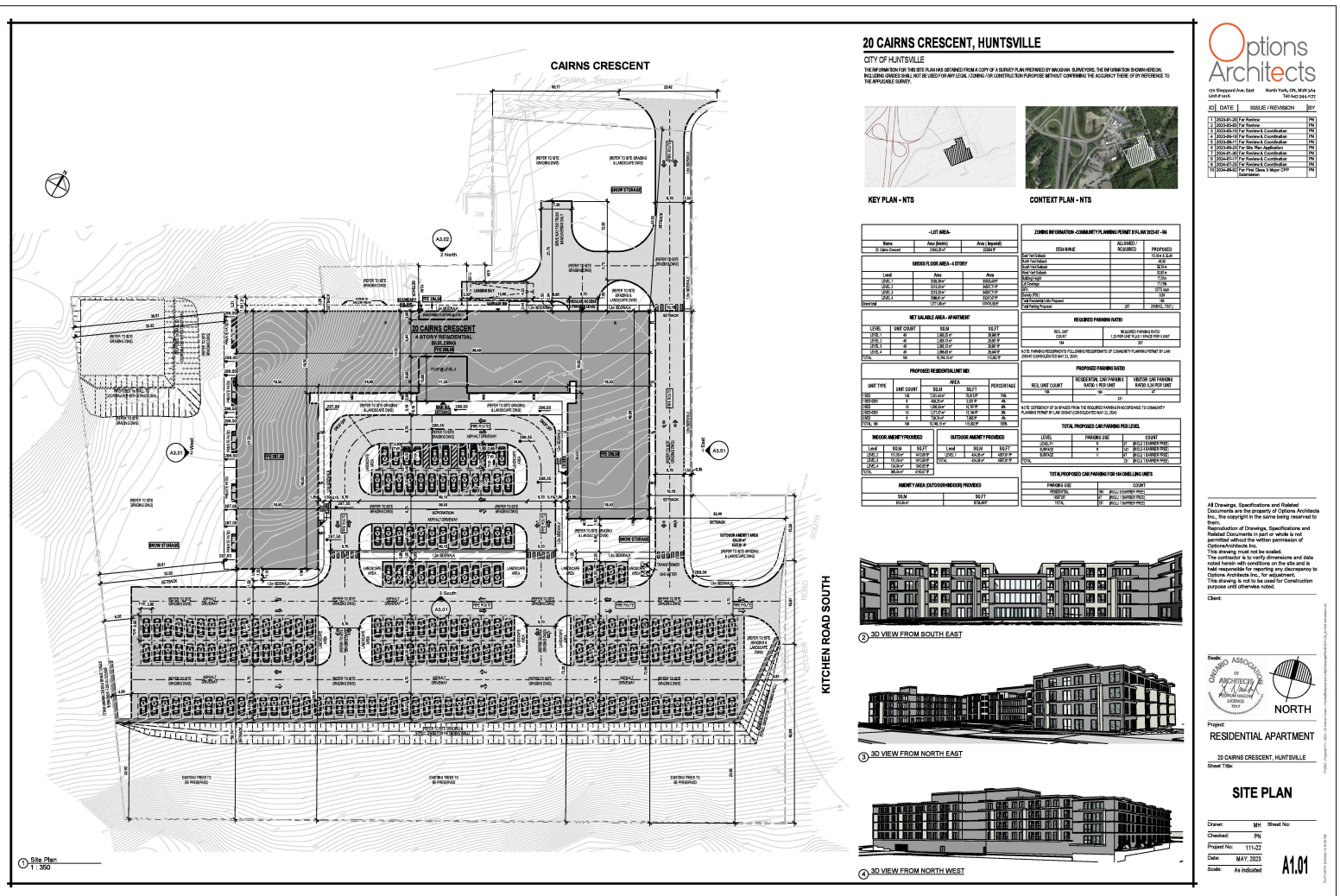
Manager Approval (if required): Richard Clark, Manager of Planning

Director Approval: Kirstin Maxwell, Director of Development Services

CAO Approval: _____

Attachment #1: Location Map





Attachment #3: Site Photos

Photo #1: South-facing view of the property.



Photo #2: North-facing view of the property and the vegetation.



Photo #3: South-facing view of the existing vegetation.



Photo #4: West-facing of property and abutting residential development.



Photo #5: South-facing view of the property and existing treed area.



Photo #6: South-facing view of the property and existing treed area.



Photo #7: West-facing view of property and vegetation.



Photo #8: South-facing view of frontage along Kitchen Road South.



Photo #9: North-facing view of frontage along Kitchen Road South.



Photo #10: West-facing view of frontage along Cairns Crescent.





November 5, 2024

Kelsea Shadlock, Planner
Town of Huntsville

VIA EMAIL ONLY

Dear Kelsea

Re: Community Planning Permit Application CPP/124/24/HTE (1000120857 Ontario Inc.)
20 Cairns Crescent
Part Lot 8, Concession 1
Chaffey, Town of Huntsville

Recommendation

District staff would recommend a decision on the above noted application be deferred pending the completion of a peer review of the Traffic Impact Study prepared by Trans-Plan Transportation Engineering dated July 2024, and any required improvements or modifications being implemented to the satisfaction of Town of Council, prior to the approval of the development.

Should Committee wish to approve the Community Planning Permit Application District staff would not be opposed provided that the following conditions are implemented:

- i. submission of an updated Functional Servicing Report using the most recent District of Muskoka Engineering Design Criteria and Standards Manual and hydraulic modelling of both water and sewer services being completed, and any required improvements or modifications being implemented to the satisfaction of the District Municipality of Muskoka prior to approval of the development;
- ii. issuance of a connection permit from the District's Engineering and Public Works department prior to connection to municipal services;
- iii. that the Traffic Impact Study prepared by Trans-Plan Transportation Engineering dated July 2024, and any required improvements or modifications being implemented to the satisfaction of Town of Council, prior to the approval of the development;
- iv. the recommendations in the Scoped Environmental Impact Study, prepared by Palmer dated April 3, 2023, be implemented through appropriate development control techniques.

Notice of Council and Committee's decision respecting the above noted application is requested.

Analysis

The subject property is located within the “Urban Centre” designation of the Muskoka Official Plan (MOP). It is our understanding that the purpose of the above noted Community Planning Permit By-law Amendment application is for the development of a 185-unit, four storey, multiple dwelling building with below grade parking.

- Increase the maximum permitted building height from 11m to 17.2m.
- Increase the maximum permitted residential density from 60 units per gross hectare to 85 units per gross hectare;
- Reduce the minimum required northern interior side yard setback for a multiple dwelling from 6m to 3.2m;
- Reduce the minimum required number of parking spaces from 267 spaces to 231 spaces;
- Reduce the minimum required number of designated accessible parking spaces from 9 spaces to 7 spaces;
- Reduce the minimum required number of loading spaces from 3 spaces to 1 space; and
- Permit a driveway associated with multiple dwelling within 1.5m of a lot line abutting an Urban Residential – Low (UR1) precinct;

From an Engineering and Public Works (EPW) perspective, given the scale of the proposed development, an updated Functional Servicing Report using the most recent District of Muskoka Engineering Design Criteria and Standards Manual is required. Additionally, hydraulic modelling of both water and sewer services will be required to be completed by the District’s consultant at the applicant’s expense. All costs associated with any required off-site improvements are also the responsibility of the owner/applicant. Please submit the updated Functional Servicing Report to the District’s EPW department to initiate the hydraulic modeling process.

Additionally, the applicant should also be advised that a connection permit from the District’s EPW department is required prior to connection to municipal services. Staff also noted a maintenance hole will be required at point of connection to the sanitary system. Regarding the water meter chambers being proposed, staff require an above ground backflow enclosure be implemented to avoid confined space entry scenarios. Updated drawings are required prior to approval of the development. The specifics of these technicalities can be discussed directly with the EPW department at the District of Muskoka.

Furthermore, EPW staff recommend that a peer review is completed of the Traffic Impact Study prepared by Trans-Plan Transportation Engineering dated July 2024, and any required improvements or modifications being implemented to the satisfaction of the Town of Huntsville, prior to the approval of the development. EPW staff also indicated that the owner would be responsible for the disposal of solid waste and recycling materials. Any questions regarding collection services can be directed to waste@muskoka.on.ca.

A review of the Natural constraint mapping has indicated that the subject lands contain Stratum 2 deer wintering habitat and potential habitat for species at risk. A Scoped Environmental Impact Study, prepared by Palmer dated April 3, 2023, submitted in support of the application, determined the proposed development would not negatively impact the deer wintering habitat and species at risk identified on the subject property provided that recommendations and mitigation measures are carefully implemented through appropriate development control techniques.

Kind Regards,

A handwritten signature in black ink, appearing to read 'R. Planner', with a long horizontal stroke extending to the right.

Rochelle
Planner

[REDACTED]

[REDACTED]

[REDACTED]

On Tue, 5 Nov at 10:48 PM , Jacquie Conlin [REDACTED] wrote:

Caution: This email originated from outside the organization. Exercise caution when clicking on links or opening attachments even if you recognize the sender.

Good Morning/Afternoon

My name is Jacquie Conlin.

I live at [REDACTED]

I am writing to you concerning the application No. CPP/124/2024/HTE (20 Cairns Crescent) that will be discussed on November 13 at 1pm.

Here are some of the challenges our neighborhood will be facing:

Challenge: the square footage for a family dwelling will be challenged to sustain the 180+ dwelling proposal based on the current acreage of land.

It is noted Huntsville requires more affordable housing. However, it is noted that the Town of Huntsville has no influence on the developer's rental rates per dwelling. With this noted, there is a high risk of attracting people moving into the Town as opposed to supporting our current town's people inaccessible to affordable housing. Thus, we have increased the risk of being unsuccessful at helping our current Town's people. We are exasperating the issue of continued population growth versus the insufficient infrastructure to support this 180+ proposal in this neighborhood.

Compromise: Please consider no more than 60 dwelling units where there is ample greenspace, snow removal storage, outdoor playground for children and adequate parking to name a few.

Challenge: the proposed entrance off Kitchen Rd S cannot support the amount of traffic due to its current condition. The road is a steep granite incline. Essentially the entire road starting at Cascade Lane to the end of Kitchen Rd S would need to be blasted/graded/ and

ultimately regraded in order to support the proposed entrance (especially for winter driving).

Compromise: Please consider, decreasing the amount of units making the access to Kitchen Rd S as an emergency access only.

Challenge: The poor infrastructure that currently exists in the Main St W/Cairns Crescent,/Kitchen Rd S neighbourhood will need to be invested in before a massive dwelling such as this should be considered.

(i.e. the lack of traffic lights, the lack of sidewalks, the lack of street lights, the lack of road sustainability, the chronic spring flooding and the accessibility off of Kitchen Rd S, the lack of space on the current property for 500+ residents). The current residents are content, but safety is a necessity with a dramatic increase in population in a small hectare of space such as this proposal.

Please consider the Fire Department's current equipment to access a proposed 17.2m high dwelling in preparation for people's safety. Compromise to no more than three stories high maximum if the Fire Department is satisfied.

If 180+ rental dwellings is the future for Huntsville, then it needs to be done responsibly. 20 Cairns Crescent is not the neighborhood that could support this type of growth.

I am about growth and helping our current Town's people to achieve affordable housing. Unfortunately too much is dependent on the developer to have this vision as well. The probability of high rental rates set by the developer will only attract more people to Huntsville and continue to ignore those who are already here needing affordable housing.

So I guess I'm asking for our Council to look at the location proposed for increasing rental opportunities in our Town. It could backfire in neighborhoods such as ours if large dwelling proposals on disproportionate acreage surrounded by poor infrastructure are approved.

To recap, please consider:

- decreasing the dwellings to no more than 60 units,
- invest in the infrastructure as described above
- maximum three stories high provided our Fire Department can support it
- and cross your fingers this developer is invested in affordable housing for our Town because I highly believe they see Huntsville as the hot spot of cottage country, and they are going to capitalize on. Please don't let it be at our Town's people expense or at our neighborhood's expense.

If you got to the end of this email, thank you; thank you for your patience and thank you for giving our neighborhood a voice.

Jacquie Conlin

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

On Wed, 6 Nov at 6:52 AM , Chris [REDACTED] wrote:

Caution: This email originated from outside the organization. Exercise caution when clicking on links or opening attachments even if you recognize the sender.

November 6, 2024

Town of Huntsville, Planning Department

RE: Application No: CPP/124/2024/HTE

Please consider my concerns regarding this application as stated below:

1. Height increasing to 17.2 meters—Although the height increase will allow for another floor, I don't believe the overall presence of the building on the size of the lot and it's surrounding houses will be esthetically pleasing to the community. Also, does the Town of Huntsville Fire Department have adequate equipment to service this size of building?
2. Increase in the maximum permitted residential density from 60 units to 85 units per gross hectare. I do not support packing more people into smaller spaces as a solution to our housing issues. Everyone deserves a comfortable space to live and feel they are able to breathe and move about their home neighborhood without feeling sandwiched in. More people means more vehicles using the roads, people walking where there are no sidewalks and no bus service to support the volume of people living in the building. Does the infrastructure, water/sewer, have the capacity to support this increased volume?
3. Reduce the minimum required northern interior side yard setback for a multiple dwelling from 6 meters to 3.2 meters. This is almost a ½ decrease in setback

size. I feel this decrease is too large and I do not agree with the building being this close to the neighboring property.

Thank you,

Joseph McCormick

[REDACTED]

Sent from [Outlook](#)

[REDACTED]

[REDACTED]

[REDACTED]

On Thu, 7 Nov at 3:46 PM , Kellybrown [REDACTED] wrote:

Caution: This email originated from outside the organization. Exercise caution when clicking on links or opening attachments even if you recognize the sender.

Good Afternoon,

We reside at [REDACTED] and are not happy with the proposed Apartment Development. First of all we moved here 1 year ago and were told no development was going to happen, the proposed Townhouses would not be going in most likely for years. Now we will not have the Muskoka look once this Development goes in(I feel it will happen regardless). You drive into Huntsville and what will you see as a visitor or homeowner a large structure like you would see in the city you just came from and that is why you are here to enjoy the Town appeal.

Huntsville is making changes but chooses to say they are a town, when do you stop and change it to a now city?

Below is a list of Objections that we do not agree with.

Height of the building, there will be no view of trees and no privacy for the houses on both streets. First thing you see exiting off Hwy 11 north will be the the huge building. It doesn't meet the Muskoka Living!!!! It will set a precedence for all other future developments plus there is no other buildings of that height in this area.

The setback from 6 meters to 3.2 meters is too close to our property line.

Trees , cutting down 1372 trees is not environmentally friendly

Ground and Rain Water, There is already flooding in the area, building something that big will not help the ground absorb the water and create flooding. This is a major problem where there is massive pavement and cement. CAIRNS Crescent has no storm sewer.

The biggest problem for all municipalities now a days is flooding. Insurance companies have capped the flooding damage so homeowners would be left with a large expense.

There is a natural creek on the north west side of the property and this is a concern what will be done to save the natural flow of water? Will it be changed on your property but flood the surrounding dwellings???

The backside of Taylor Carpeting has a large mound/hill, will this be blasted or machine dug???

These are the conclusions in your report we do not agree with.

3.2.31A

The 4-storey height is compatible with surrounding low-rise residential areas, maintaining the neighbourhood's character while increasing housing options.

3.2.30H

The project achieves higher density while maintaining a respectful transition to surrounding residential areas through site topography, existing tree retention, careful design, and building placement and setbacks.

3.2.31A

The building's scale and height are consistent with the neighbourhood's built form, ensuring visual harmony and integration. A more detailed description of these transitional measures is provided below in Sections 5.3 and 5.4 of this report.

3.2.31C

Strategic setbacks and building design provide a smooth transition in height and density to adjacent, less intensive uses.

3.2.31D

Design features, such as strategic orientation and setbacks, ensure sunlight access and privacy for neighbors, minimizing any potential impact from overlooking. Shadows are generally not an issue for buildings below 6 storeys, unless in a shadow-sensitive area, which site is not.

Table 3

C.3.3.11 C

The development's design incorporates varied unit types, an articulated façade treatment, green roof, and is intended to utilize natural

features and colours, enhancing visual interest and architectural diversity in keeping with the Muskoka aesthetic.

C.3.3.13 A

The proposal will work within the character of the area. This has been achieved through building orientation and placement on site, building design, setbacks, tree retention and enhanced landscaping, capitalizing on the site topography, and by introducing a green roof. Overall, we believe the design complements the surrounding area without compromising historical integrity.

Stephen Wallington

Kelly Brown

[REDACTED]

[REDACTED]

[REDACTED]

On Fri, 8 Nov at 9:57 AM , Stephen. rodrigues [REDACTED] wrote:

Caution: This email originated from outside the organization. Exercise caution when clicking on links or opening attachments even if you recognize the sender.

From: [REDACTED]
Sent: November 8, 2024 9:55 AM
To: panning@huntsville.ca; bob.stone@huntsville.ca; scott.morrison@huntsville.ca
Subject: LARGE (185 UNIT) BUILDING DEVELOPMENT!

To Huntsville Town Planning Commission,

I am the President of the Condo Board MVLCC 88, known as Cascade Lane, on Kitchen Road South, Huntsville.

We are a group of 21 residential units who operate with the assistance of ICON Property Management. We are predominantly retired people and have built a friendly, quiet, harmonious residential community in our cul de sac.

We were made aware of the proposed development at 20 Cairns Crescent during late summer when a representative of the Biglieri Group canvassed some houses in our community. He reported that they were just feeling out the situation and nothing would happen in the immediate. When we got further details we were alarmed at the size of the development particularly the proposed 231 parking spaces, the representative was adamant that the access to the development was to be off of Cairns Crescent and our units backing onto Kitchen Road South (KRS) would not be impacted but maybe those units on the other side of the complex would see the building sticking up over the houses on the corner of KRS and Cairns Crescent.

We have since been informed this is not the case and in fact access to the proposed development's parking is slated to be right off KRS, directly opposite the back gardens of some residents of Cascade Lane, with many units being unfenced at roadside. This is of grave concern for multiple reasons.

Apart from the fact that KRS is a side street of no great width and given the position of other dwellings on KRS the road is obviously totally inadequate to sustain the type of traffic construction trucks and machinery require in building such a huge development. 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 onto KRS and vice versa. It is totally conceivable we could become blocked in on our own private road.

We bring your attention to the proposed development just a few hundred meters higher up on KRS that we believe has been delayed due to inadequate road access.

Rightly we are distraught, we do not want to live on a building site where activity will go on for months or years and strongly feel we would not retain our cherished privacy and feeling of personal safety with so many unknown people so close to our homes. Most if us chose this complex for the small intimate community aspect it offered, and this will now be destroyed. We too are taxpayers.

Whilst we understand the need for more affordable homes in Huntsville, this seems to be a huge complex and we question the speed at which this seems to be a 'done deal' and the choice of this particular site, especially as the units when finished will find it difficult to access necessary services like grocery stores, transit and medical services without transportation. The west end of Huntsville is not in the thick of things.

We will, if necessary, take every step to retain professional assistance to assess our rights and wholeheartedly fight this development as currently proposed.

Yours sincerely,

Stephen Rodrigues
President MVLCC 88 Board

Stephen Rodrigues

[REDACTED]