



## Town of Huntsville Staff Report

**Meeting Date:** May 28, 2025

**To:** Planning Council

**Report Number:** DEV-2025-60

**Confidential:** No

**Author(s):** Richard Clark, Manager of Planning

**Subject:** CPPA/03/2024/HTE & S2007-11 - Sandford Investment Inc. - 13 Madeline Street & 0 Shay Road

---

### Report Highlights

Staff review and recommendation respecting Community Planning Permit Amendment Application CPPA/03/2024/HTE and Draft Plan of Subdivision Amendment Application S2007-11.

### Recommendation

#### CPPA/03/2024/HTE:

**Be It Resolved That:** Planning Council APPROVE Community Planning Permit By-law Amendment Application CPPA/03/2024/HTE, changing the precincts on the subject lands from an Urban Residential - Low (UR1) precinct, an Urban Residential - Medium (UR2) precinct, an Open Space (OS) precinct, and a Conservation (C) precinct to an Urban Residential – High with Exception “AAAA” (UR3-AAAA) precinct, an Urban Residential – High with Exceptions "AAAA" and "BBBB" (UR3-AAAA, BBBB) precinct, an Urban Residential - High with Exceptions "AAAA", "BBBB", and "CCCC" (UR3-AAAA, BBBB, CCCC) precinct, an amended Open Space (OS) precinct; and an amended Conservation (C) precinct, with Exceptions "AAAA", "BBBB", and "CCCC" being to:

#### Exception "AAAA":

1. Permit street townhouse dwellings and block townhouse dwellings as additional permitted uses;
2. Permit a maximum of 600 dwelling units overall;
3. Increase the minimum required front, rear, and exterior side yard setbacks to 10m and the interior side yard setback to 6m;
4. Deem the front lot line to be along the proposed subdivision road;
5. Require a minimum 5m wide treed buffer to be maintained in a natural state within exterior side yards;
6. Require a minimum of 30% of each development block to include soft landscaping consisting of vegetation such as trees, shrubs, hedges, ornamental plantings, grass and ground cover;
7. Prohibit development unless authorized through a Community Planning Permit;

8. Require the following detailed plans to be submitted to the satisfaction of the Director of Development Services, or designate, as necessary, prior to Community Planning Permit issuance:
  - a. Landscape Plan,
  - b. Tree Preservation Plan,
  - c. Stormwater Management,
  - d. Constuction Mitigation Plan,
  - e. Grading Plan,
  - f. Servicing Plan, and
  - g. Photometric Plan;

Exception "BBBB":

1. Define Building Height as meaning the vertical distance measured from the average finished grade level around the building to roof points as normally referenced in the height definition of the By-law;
2. Require Grading and Tree Preservation Plans to demonstrate that grading changes and/or vegetation removals are minimized to the extent feasible to conserve natural grades, landforms and vegetation, particularly on steep slopes, unless the following detailed plans are submitted, where necessary, to the satisfaction of the Director of Development Services, or designate, prior to Community Planning Permit issuance:
  - a. Slope Stability Assessment, and
  - b. Visual Impact Assessment;

Exception "CCCC":

1. Require that a Trail Connection Plan be submitted to the satisfaction of the Director of Development Services, or designate, prior to Community Planning Permit issuance and an agreement is entered into with terms satisfactory to the Town, including provisions for financial securities, to confirm actions and recommendations of the Plan will be implemented and provide public access to the trails;

All to permit a subdivision development consisting of six (6) high-density residential development blocks;

**And Further That:** Previous site-specific zoning exceptions R1-1822, R1-1823, C-1821, and C-1822, and all previous Holding (H) provisions be deleted from the lands.

**S2007-11:**

**Be It Resolved That:** The District Municipality of Muskoka be advised that the Council of the Town of Huntsville has no objections to conditional approval of a proposed Draft Plan of Subdivision Amendment Application for File S2007-11 (Eagle Ridge), subject to conditions as outlined in Attachment #3 to Report DEV-2025-60;

**And Further That:** A copy of Report DEV-2025-60 be forwarded to the District Municipality of Muskoka for their consideration.

**Background**

On March 12, 2025, Planning Council considered Community Planning Permit By-law Amendment Application CPPA/03/2024/HTE and an Application to Amended Draft Plan of Subdivision File S2007-11 (Eagle Ridge).

Staff's initial review respecting the applications is contained in Report [DEV-2025-22](#). As noted in that Report, the subject applications were submitted to permit a residential development comprised of six (6) high-density residential development blocks containing a mix of multiple residential dwelling apartment buildings, street townhouses, and block townhouses, having a total of 600 residential dwelling units overall.

The proposed development, known as Eagle Ridge, is to be serviced by a new public street and include two (2) open space blocks, two (2) conservation blocks, and a stormwater management facility block.

### **Purpose and Effect:**

**CPPA/03/2024/HTE** - This application proposes to change the precincts on the lands from an Urban Residential - Low (UR1) precinct, an Urban Residential - Medium (UR2) precinct, an Open Space (OS) precinct, and a Conservation (C) precinct to the following:

- An Urban Residential – High with Exception “AAAA” (UR3-AAAA) precinct for proposed Blocks 1 to 6;
- An Urban Residential – High with Exceptions "AAAA" and "BBBB" (UR3-AAAA, BBBB) precinct for proposed Blocks 1 to 4;
- An Urban Residential – High with Exceptions "AAAA", "BBBB" and "CCCC" (UR3-AAAA, BBBB, CCCC) precinct for proposed Block 2;
- An amended Open Space (OS) precinct for proposed Blocks 7, 8 and 11; and
- An amended Conservation (C) precinct for proposed Block 9 and 10;

All to permit a residential development comprised of six (6) high-density residential development blocks.

The proposed site-specific exceptions would include provisions to address the following:

#### **"AAAA":**

- Permit street townhouse dwellings and block townhouse dwellings as additional permitted uses;
- Permit a maximum of 600 dwelling units overall;
- Increase the minimum required front, rear, and exterior side yard setbacks to 10m and the interior side yard setback to 6m;
- Deem the front lot line to be along the proposed subdivision road;
- Require a 5m wide treed buffer to be maintained in a natural state within exterior side yards
- Require 30% of each development block to include soft landscaping consisting of vegetation such as trees, shrubs, hedges, ornamental plantings, grass and ground cover;
- Prohibit development unless authorized through a Community Planning Permit;
- Require the following detailed plans to be submitted to the satisfaction of the Director of Development Services, or designate, as necessary, prior to Community Planning Permit issuance:
  - Landscape Plan,
  - Tree Preservation Plan,
  - Stormwater Management,
  - Constuction Mitigation Plan,
  - Grading Plan,
  - Servicing Plan, and
  - Photometric Plan;

"BBBB":

- Define Building Height as meaning the vertical distance measured from the average finished grade level around the building to roof points as normally referenced in the height definition of the By-law;
- Require Grading and Tree Preservation Plans submitted prior to demonstrate that grading changes and/or vegetation removals are minimized to the extent feasible to conserve natural grades, landforms and vegetation, particularly on steep slopes, unless the following detailed plans are submitted, where necessary, to the satisfaction of the Director of Development Services, or designate, prior to Community Planning Permit issuance:
  - Slope Stability Assessment, and
  - Visual Impact Assessment;

"CCCC":

- Require that a Trail Connection Plan be submitted to the satisfaction of the Director of Development Services, or designate, prior to Community Planning Permit issuance and an agreement is entered into with terms satisfactory to the Town, including provisions for financial securities, to confirm actions and recommendations of the Plan will be implemented and provide public access to the trails;

This application also proposes to delete previous site-specific zoning exceptions R1-1822, R1-1823, C-1821, C-1822 from the lands along with all previous Holding "H" provisions.

**Draft Plan of Subdivision Amendment Application for File S2007-11 (Eagle Ridge)** - A Draft Plan of Subdivision Amendment Application proposes to amend an existing Draft Approved Plan of Subdivision consisting of 118 single detached dwelling lots, a multiple residential dwelling block, and two (2) stormwater management facility blocks to a Block Plan consisting of six (6) high-density residential development blocks (Blocks 1 to 6), three (3) open space blocks containing parks, open space, and a stormwater management facility (Blocks 7, 8, & 11), and two (2) conservation blocks containing natural heritage and natural hazard features and areas (Blocks 9 & 10). Each residential development block would be a separately conveyable parcel and be planned and developed in phases along a proposed 20m wide public street (Paisley Avenue).

The proposed amended Draft Plan of Subdivision is included in Attachment #2 to this Report.

## **Discussion**

The policy discussion contained in Report [DEV-2025-22](#) continues to apply.

A Public Meeting was held respecting the Community Planning Permit By-law Amendment Application CPPA/03/2024/HTE on March 12, 2025. Members of the public attended this meeting and provided written and oral comments for Council consideration. As part of ongoing review, issues relating to the following matters were identified as matter requiring further consideration:

- Trail and Park design and construction timing;
- Landform conservation and tree retention;
- Stormwater management and drainage;
- Traffic and pedestrian movement;
- Blasting and construction impacts, and
- General design and development controls.

The applicant has now responded to concerns raised by the public, Council, and staff in a comprehensive response package containing two comment-response tables; which are included in Attachments #5 and #6. This package was prepared and submitted collectively by subject matter experts in Planning, Civil Engineering, and Traffic consulting fields, all acting for the applicants; including the Planning Partnership, Pinestone Engineering Limited, and Tatham Engineering. Staff have reviewed this response package and are generally satisfied with how comments were addressed. Based on the responses provided, and staff's ongoing review respecting the above noted issues, staff identified a list of recommended conditions of approval and have proposed various site-specific by-law provisions.

It is noted that the applicant's proposed amended Draft Plan of Subdivision has been revised to address concerns respecting the provision of year-round maintained secondary access to the site, the development of the park block within Phase 1, and the revision of Block 11 to include conveyance pipes associated with the proposed storm water management facility. The Draft Plan was also modified to include additional development blocks within Phase 1 of the proposed development (i.e. Blocks 3 and 6). The revised Draft Plan of Subdivision is included in Attachment #2 to this Report.

Respecting Shay Road on the eastern boundary of the lands, which is owned by MTO and was closed for the Winter 2024-2025 season resulting in a potential constraint to the feasibility of this development, it is noted that the applicant and Town have discussed this matter extensively with the MTO. At this point, an agreement has been proposed to allow the Town to maintain Shay Road. With this agreement, and a recommended condition to require the applicant to implement potential improvements to Shay Road, where necessary, to provide secondary access to the lands throughout each phase of the development, this previous constraint has been suitably addressed.

Providing outstanding matters are addressed as outlined in the recommended conditions, and with the staff recommended site-specific provisions imposed to ensure development will occur appropriately, and in accordance with the applicant's intended design vision, staff notes that the proposed development would appear to conform to the intent of the Official Plan and be consistent with the Provincial Planning Statement. As such, staff are recommending approval of Community Planning Permit By-law Amendment Application CPPA/03/2024/HTE and conditional approval of the Draft Plan of Subdivision Amendment Application for File S2023-1, subject to the recommended conditions of approval listed in Attachment #1.

## **Options**

Council could refuse the CPPA and recommend denial of the subdivision application; however, that is not recommended as it would appear that the proposal conforms to the intent of the Official Plan and is consistent with the Provincial Planning Statement subject to the site-specific precinct exceptions and the conditions of approval being imposed as recommended.

## **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 could accommodate 600 new residential units.

This development also includes the following assets that will, once constructed and assumed by the Town, require ongoing maintenance:

- ~0.33ha stormwater management pond with conveyance infrastructure;
- ~800m year-round maintained public road;
- ~500m seasonally maintained pedestrian trail;
- ~1.26ha of park and open space blocks; and
- ~9.15ha of natural heritage system/conservation blocks.

## **Relevant Policies / Legislation / Resolutions**

### **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

### **Council Strategic Direction**

- 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.
- Balanced Growth-1.2: Ensure a continued focus on maintaining and upgrading existing Town infrastructure as part of growth management planning.
- Balanced Growth-3.1: Explore opportunities to enhance construction and maintenance of our roads through improved practices.
- Balanced Growth-3.2: Review and modify, where necessary, development standards and Official Plan policies to incorporate complete streets.
- Protected Natural Environment-1.1: Continue to apply best practices in maintaining our natural heritage features.
- Protected Natural Environment-1.3: Investigate possibilities for developers to dedicate lands with natural features to either the Town or Muskoka Conservancy in new projects.
- Town's Vision: A growing community that is vibrant, inclusive, and healthy while protecting our heritage and natural features.

## **Attachments**

[Attachment #1: Location Map](#)

[Attachment #2: Revised Amended Draft Plan](#)

[Attachment #3: Recommended Conditions of Approval](#)

[Attachment #4: Draft By-law](#)

[Attachment #5: Agency Comment Response Table](#)

[Attachment #6: Public Meeting Comment Response Table](#)

## **Consultations**

The application was circulated in accordance with the provisions of the Planning Act and the CPP By-law. A Public Meeting was held on March 12, 2025. The applicant addressed all previous public comments provided in the response package.

**Respectfully Submitted:**

Richard Clark, Manager of Planning

**Manager Approval (if required):** \_\_\_\_\_

**Director Approval:** Kirstin Maxwell, Director of Development Services

**CAO Approval:** \_\_\_\_\_

**Attachment #1: Location Map**



# Attachment #2: Revised Amended Draft Plan



### **Attachment #3: Recommended Conditions of Draft Approval**

1. Prior to final approval being granted, the Town of Huntsville shall be provided with a copy of the final plan in digital format.
2. Prior to final approval being granted, the owner shall dedicate land for park purposes or pay to the Town of Huntsville cash-in-lieu of parkland dedication in accordance with the Planning Act, R.S.O., 1990, as amended.
3. Prior to final approval being granted, the property included in this plan of subdivision shall be placed within appropriate Community Planning Permit By-law precinct for its intended uses.
4. Prior to final approval being granted, the road allowance included in this plan of subdivision shall be dedicated as a public highway and the road shall be designed and constructed as a complete street in accordance with applicable development standards, using an urban section, with provision for active transportation lanes and street tree protection, where feasible, and named, all to the satisfaction of the Town of Huntsville.
5. Prior to final approval of any Phase, Shay Road shall be assessed in consultation with the Town of Huntsville to determine whether any improvements are required between the new subdivision road and the Shay Road extension to permit secondary year-round access to the lands.
6. Prior to final approval of Phase 1, Blocks 7 to 11 shall be conveyed to the Town of Huntsville for stormwater management, trail, park, and conservation purposes.
7. Easements as may be required for access, pedestrian walkways, utilities, drainage or other purposes shall be granted to the Town of Huntsville, and any other authority or party.
8. Prior to final approval of Phase 2, an addendum to the Traffic Impact Study (TIS) prepared by Tatham Engineering, dated November 6, 2023, shall be prepared by a qualified professional engineer to the satisfaction of the Town of Huntsville and District Municipality of Muskoka to re-evaluate traffic counts and intersection functions in the area and identify infrastructure improvements and/or changes to the phasing of the development that may be required.
9. Prior to final approval of any Phase or any site alteration occurring on the subject lands, the owner shall endeavour to obtain written confirmation from the Provincial Ministry with jurisdiction that the Environmental Impact Study prepared by FRi Ecological Services, dated, October 2023, the Environmental Impact Study Addendum prepared by FRi Ecological Services, dated June 2024, Email Correspondence from Rebecca Geauvreau to Brandon Simon, dated September 3, 2024, re. wetland protection recommendations, titled S2007-11 Eagle Ridge – EIS Peer Review”, the Peer Review Response prepared by FRi Ecological

### **Attachment #3: Recommended Conditions of Draft Approval**

Servies, undated, have been completed to the satisfaction and that reports demonstrate how the development can proceed in accordance with provincial and federal requirements respecting the protection of threatened or endangered species habitat. If required, a copy of any Overall Benefit Permit and/or Letter of Advice outlining how requirements of the Ministry have or will be met shall be provided to the Town of Huntsville.

10. Prior to final approval of any Phase or any site alteration occurring on the subject lands, except in accordance with a Pre-Servicing Agreement entered into between the Town of Huntsville or District of Muskoka, the following technical materials shall be prepared by a qualified professional and submitted to the satisfaction of the Town of Huntsville:
  - a. a Detailed Stormwater Management and Construction Mitigation Plan prepared in consultation with a qualified biologist and in accordance with recommendations contained within the Environmental Impact Study prepared by FRi Ecological Services, dated, October 2023, the Environmental Impact Study Addendum prepared by FRi Ecological Services, dated June 2024, the email correspondence between Rebecca Geauvreau to Brandon Simon, dated September 3, 2024, re. wetland protection recommendations, titled S2007-11 Eagle Ridge – EIS Peer Review”, the Peer Review Response prepared by FRi Ecological Servies, undated, and relevant Environmental Compliance Approval requirements;
  - b. a Detailed Grading Plan and Servicing Plan prepared in consultation with a qualified biologist and in accordance with recommendations contained within the Environmental Impact Study prepared by FRi Ecological Services, dated, October 2023, the Environmental Impact Study Addendum prepared by FRi Ecological Services, dated June 2024, Email Correspondence from Rebecca Geauvreau to Brandon Simon, dated September 3, 2024, re. wetland protection recommendations, titled S2007-11 Eagle Ridge – EIS Peer Review”, the Peer Review Response prepared by FRi Ecological Servies, undated, and relevant Environmental Compliance Approval requirements;
  - c. an Offsite Public Street Improvement Plan detailing offsite road improvements in accordance with recommendations contained within the Traffic Impact Study prepared by Tatham Engineering, dated November 6, 2023, and any other improvements deemed warranted in assessments conducted in fulfillment of Condition #5 and #6;
  - d. a Construction Phasing Plan detailing provision of secondary access to the lands throughout each phase of development, adequate construction mitigation measures throughout each phase of development, and, where feasible, primary construction access to the lands via the Shay Road entrance to the new subdivision road;
  - e. a Trail Connection and Park Development Plan prepared in consultation with the design engineer, a qualified biologist, and the Town’s Operations Department to establish a design for a multi-use trail linking the property to surrounding lands to the north and south and within the Park in Block 7;

### **Attachment #3: Recommended Conditions of Draft Approval**

- f. a Landscape Plan prepared in consultation with the design engineer and qualified biologist, and the Town's Operations Department detailing landscaping requirements including street tree plantings along the new subdivision road, and suitable vegetation maintenance and enhancement plantings within the Open Space and Stormwater Management Pond in Blocks 7, 8, and 11; and
  - g. A Street Lighting Plan for the new subdivision road.
  
- 11. Prior to final approval being granted, a subdivision agreement with the Town of Huntsville in accordance with the Planning Act, R.S.O. 1990, as amended, shall be registered on title and shall include provisions outlining the need to satisfy all the requirements, financial and otherwise, of the Town of Huntsville fulfilling these draft plan conditions and including but not limited to the following:
  - a. Implementation of recommendations contained within the Environmental Impact Study prepared by FriCorp, dated, October 2023, the Environmental Impact Study Addendum prepared by FriCorp, dated June 2024;
  - b. Implementation of recommendations contained in the Natural Hazard Areas and Slopes Memo prepared by Pinestone Engineering Limited, dated November 22, 2023;
  - c. Implementation of recommendations, plans and drawings in the final approved technical materials provided in fulfillment of Condition #9;
  - d. Requirements to obtain a Community Planning Permit prior to any; vegetation removal, site alteration or the issuance of a Building Permit for all development blocks in Blocks 1 to 6; and
  - e. Requirements to convey an easement or convey lands to the Town to grant the public access of the future trails required in Block 2.



**CORPORATION OF THE TOWN OF HUNTSVILLE**

**BY-LAW NUMBER 2025-xx**

---

**(Acer Properties Inc.)**

**Being a by-law to amend Community Planning Permit By-law 2022-97  
as amended, of the Corporation of the Town of Huntsville**

---

**WHEREAS** the council of the Corporation of the Town of Huntsville finds it expedient to amend Community Planning Permit By-law 2022-97, as amended;

**AND WHEREAS** authority to pass this by-law is provided by Section 34 of the Planning Act, R.S.O, 1990. c. P. 13 and amendments thereto;

**NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE TOWN OF HUNTSVILLE ENACTS AS FOLLOWS:**

1. Schedules No. "F-8", "F-8-3" and "F-8-4" of Community Planning Permit By-law 2022-97, as amended, is hereby further amended by changing the precincts of Part of Lot 15, Concession 2, Designated Part of Lot 1 on RCP 547, Chaffey, Town of Huntsville, from an **Urban Residential – Low (UR1) precinct**, an **Urban Residential – Medium (UR2) precinct**, an **Open Space (OS) precinct**, and a **Conservation (C) precinct** to an **Urban Residential – High with Exception "AAAA" (UR3-AAAA) precinct (shown in diagonal-hatching)**, an **Urban Residential – High with Exception "AAAA" and "BBBB" (UR3-AAAA, BBBB) precinct (shown in cross-hatching)**, an **Urban Residential – High with Exception "AAAA", BBBB", and "CCCC" (UR3-AAAA, BBBB, CCCC) precinct (shown in horizontal-hatching)**, an amended **Open Space (OS) precinct**, and an amended **Conservation (C) precinct**, all as shown as shown on Schedule "I" attached hereto.
2. Section 6 – "Site Specific Exceptions" is hereby further amended by the following:

**Exception No. “AAAA”**

Notwithstanding any provisions of Community Planning Permit By-law 2022-97, as amended, the following shall apply:

- Street townhouse dwellings and block townhouse dwellings shall be additional permitted uses;
- A maximum of 600 dwelling units shall be permitted overall within development blocks 1 to 6, as shown on Schedule “I” to this By-law;
- The minimum required front yard setback shall be 10m;
- The minimum required rear yard setback shall be 10m;
- The minimum required interior side yard setback shall be 6m;
- The minimum required exterior side yard setback shall be 10m;
- The front lot line shall be along the proposed subdivision road;
- A 5m wide treed buffer will be maintained in a natural state within exterior side yards;
- A minimum of 30% of any development block shall include soft landscaping, consisting of vegetation such as trees, shrubs, hedges, ornamental plantings, grass and ground cover;
- Development shall be prohibited unless authorized through a Community Planning Permit;
- In addition to any other requirements in the By-law, a Community Planning Permit shall not be issued for Development to proceed within any development block unless the Director of Development Services, or designate, is satisfied that the following detailed plans have been satisfactorily submitted, where necessary, for the development block:
  - Landscape Plan;
  - Tree Preservation Plan;
  - Stormwater Management Plan;
  - Construction Mitigation Plan;
  - Grading Plan;
  - Servicing Plan; and
  - Photometric Plan

**Exception No. “BBBB”**

Notwithstanding any provisions of Community Planning Permit By-law 2022-97, as amended, the following shall apply:

- Building Height shall mean the vertical distance measured from the average finished grade level around the building to those points in a flat, shed-style, gable, hip, gambrel, or mansard roofed building, as normally referenced in the height definition of the By-law;
- In addition to any other requirements in the By-law, a Community Planning Permit shall not be issued for Development to proceed within any development block unless the Director of Development Services, or

designate, is satisfied that the following matters have been satisfactorily addressed:

- A detailed Grading Plan and Tree Preservation Plan has been submitted demonstrating that grading changes and/or vegetation removals are minimized, to the extent feasible, with the conservation of natural grades, landforms and vegetation being prioritized, particularly within areas of steep slopes; or
- Failing this, the following detailed plans are satisfactory submitted, where necessary, for the development block:
  - a Slope Stability Assessment; and
  - a Visual Impact Assessment.

### **Exception No. “CCCC”**

Notwithstanding any provisions of Community Planning Permit By-law 2022-97, as amended, the following shall apply:

- In addition to any other requirements in the By-law, a Community Planning Permit shall not be issued for Development to proceed within the development block unless the Director of Development Services, or designate, is satisfied that a Trail Connection Plan has been satisfactorily submitted for the development block and an agreement has been entered into with terms satisfactory to the Town, including provisions for financial securities, to confirm that the actions and recommendations in this Plan will be implemented and public access to the trail will be granted.
3. Appendix C – “Table C-1” – Previous Site Specific Exceptions” is hereby further amended by deleting previous zoning exceptions “R1-1822”, “R1-1823”, “C-1821”, “C-1822” from the lands.
  4. Appendix D – “Table D-1” – Previous Holding Provisions” is hereby further amended by deleting all previous Holding (H) provisions from the lands.
  5. Schedule “I” attached hereto, is hereby made part of this by-law.
  6. This By-law shall come into force on the date of passage and take effect the day after the last date for filing of appeals where no appeals are received, or, where appeals are received, upon the approval of the Ontario Land Tribunal.

**READ a first, second and third time and finally passed this XX<sup>th</sup> day of MMM, 2025.**

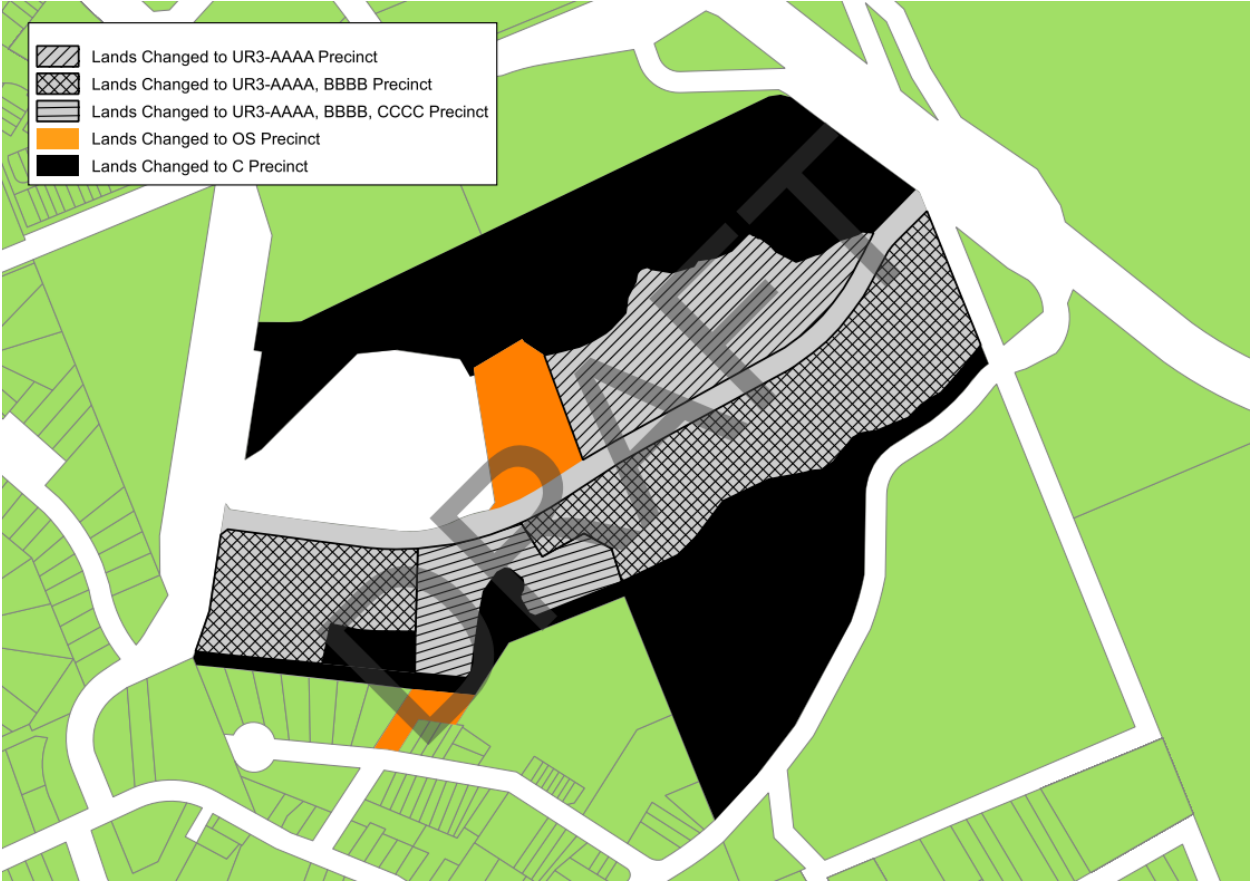
---

**Mayor** (Nancy Alcock)

---

**Clerk** (Tanya Calleja)

**Schedule “I” to By-law 2025-xx (Acer Properties Inc.)**



**Attachment #5: Agency Comment-Response Table**

1<sup>st</sup> CPPA Submission, Agency Comment-Response Matrix

**PAISLEY CENTRE**

Date: May 5, 2025

File No.: CPPA/03/2024/THE & S2007-11

Comment	Responder	Response
<p><b><u>Tatham Engineering – Traffic Impact Study</u></b></p> <p>Noted that a “north-bound, right-hand” turn lane is recommended on Centre Street North at Paisely Avenue to support full build-out of the development. Can a unit threshold be provided that would trigger this requirement?</p>	Tatham Engineering	Northbound right turn lane required when approximately 400 residential units are built and occupied. Notwithstanding this, the northbound right turn lane is proposed to be constructed as part of Phase 1 of the Subdivision (please see updated Draft Plan of Subdivision).
<p>Noted that a “south-bound, left-hand” turn lane is recommended on Centre Street North at Paisely Avenue to support full build-out of the development. Can a unit threshold be provided that would trigger this requirement?</p>	Tatham Engineering	Southbound left turn lane required when approximately 200 residential units are built and occupied. Notwithstanding this, the southbound left turn lane is proposed to be constructed as part of Phase 1 of the Subdivision (please see updated Draft Plan of Subdivision).
<p>Additional removals and reconfiguration of center median are required to accommodate left hand turning for southbound vehicle travelling along Centre St N.</p>	Pinestone Engineering	The center median on Centre St. north has been removed to accommodate a southbound left turn lane with the same stacking length as the southbound left turn lane onto Shay Road
<p>Paisley Rd Avenue/Shay Rd and Shay Rd/West Rd assessment is not considered in this traffic study. Tatham Engineering to provide justification as to why this road network was not included. Recent closures (temporary – winter closure) of MTO owned Shay Rd introduces uncertainties of function of Paisely Ave/Shay Rd connection.</p>	Tatham Engineering	<p>Limited traffic generated by the subject site (less than 20%) is expected to travel via Shay Road based on the travel patterns detailed in the TIS. Traffic which does use Shay is expected to travel north to Hanes Road. Traffic travelling to West Road is not expected to use Shay due to the characteristics of that portion of Shay (narrow platform, poor pavement condition, steep gradients); Centre Street offers a more compelling route and does not result in a meaningfully longer travel time or distance.</p> <p>Limited development is currently served by Shay Road, particularly in the vicinity of the subject site. Shay Road is also not considered to provide a compelling alternative route between West Road and Hanes Road (per rationale noted above; it is also a circuitous route). As such, Shay Road is not expected to convey a significant volume of traffic at the future Paisley Avenue intersection.</p> <p>It is noted that the operations of the Centre/Paisley intersection (which has the same configuration as the Shay/West intersection and similar volumes of cross-traffic) are demonstrated to remain acceptable with significant traffic volumes using Paisley Avenue. Given that volumes on Shay Road at West Road are expected to be lower, operations are also expected to remain acceptable.</p> <p>Given these rationale and assumptions, operations of the Shay/Paisley intersection are expected to be excellent, whereas operations of the Shay/West intersection are not expected to be meaningfully impacted by the proposed development.</p>
<p>Has there been any approvals provided by MTO, permitting the eastern connection of Shay Rd.</p>	Applicant	We understand that a solution has been reached between the Town and MTO
<p><b><u>Pinestone Engineering, Stormwater Management and Construction Mitigation Plan</u></b></p> <p>The approved Stormwater Management Plan (Tatham Engineering – Fairvern Long-Term Care Home – May 10th, 2023) identifies a portion of predevelopment flows being directed to the future Paisely Subdivision SWM infrastructure. The current plan does not include considerations of Fairvern LTC</p>	Pinestone Engineering	SWM report is being updated to include flows from the Fairvern site, extracted from the approved SWM report for that property

Home catchment area being included in the pre-to-post calculations. (Report and drawings can be made available upon request. Please contact Richard Clark, Manager of Planning, for relevant documents.		
Post-Development Catchment 202B – Drainage to Centre Street via Northern Low-Lying Area flows have shown a marginal increase in flows. Please provide justification. Is this due to the road being included in the catchment area? Drawings submitted as part of this package illustrate grades promoting drainage towards MTO owned Shay Rd. Please confirm. Note: MTO has requested that no overland flows be directed to MTO property.	Pinestone Engineering	A very marginal increase in post development flows to Centre St due to the new Paisely Avenue was reviewed and approved with the first phase of development  The eastern section of Paisely Avenue will drain towards Shay Road due to existing topography however the drainage will be captured and directed to the wetland area north of Paisely Avenue, which in turn discharges to the west, away from Shay Road
Civil Eng drawings included as part of this submission illustrate SWM Pond infrastructure extending beyond Block 11 (to be transferred to Town upon completion and assumption of works). Block 11 to be extended to include all infrastructure that will be transferred to the Town. Is the current proposal showing an easement over outlet infrastructure?	Pinestone Engineering	The outlet infrastructure will be within a block dedicated to the municipality, not an easement. Please see the revised layout of Block 11 within the updated Draft Plan of Subdivision
7.2 Monitoring and Maintenance – Include note; Routine inspection of ESC devices to be conducted after each rainfall or monthly, whichever occurs more frequently.	Pinestone Engineering	This note will be added
ESC Inspection records to be kept and made available to the Town of Huntsville staff upon request.	Pinestone Engineering	This note will be added
<b><u>Pinestone Engineering, Engineering Drawings, Dated November 2024</u></b>  <b>DWG: EX-1 Existing Conditions Plan – Rev.03 – 24.11.15</b>  No issues or concerns.	Pinestone Engineering	N/A
<b>DWG: ESC-1 Erosion and Sediment Control Plan – Rev.03 – 24.11.15</b>  Construction entrance mat (at Centre St North) may introduce issues at occupancy stage of Fairvern LTC Home. A contingency plan shall be established to ensure disruption is limited to occupants. (Dependent on timing).	Pinestone Engineering	The mat will be removed when the entrance is paved, which will occur prior to occupancy
Shay Road (MTO lands) to be protected with additional ESC measures. (eastern ditch outlets to MTO property).	Pinestone Engineering	The drawings will be updated to illustrate E/C measures at Shay Road
<b>DWG: GP-1 Grading Plan – Rev.03 – 24.11.15</b>  Phasing/ design of north-bound right hand turn lane on Centre St North to be included in plan.	Pinestone Engineering	The right turn lane will be constructed within Phase 1 of the development and illustrated on the next drawing submission
Phasing/ design of south-bound left hand turn lane on Centre St North to be included in plan.	Pinestone Engineering	The left turn lane will be constructed with the Phase 1 of the development. The center median on Centre St. has already been removed to facilitate the lane
Optimize sidewalk alignment through intersection (where temporary turning circle is proposed).	Pinestone Engineering	Temporary turning circles are no longer going to be proposed. It is intended that Paisley Avenue will be constructed to Shay Road in Phase 1
The road cross section permits either concrete or asphalt sidewalk. Sidewalk to be concrete.	Pinestone Engineering	Acknowledged

Please include slope/grade along road center line. Show min/ max slope values. Identify high points/ low points etc. Confirm max grade of 8% is not exceeded. Confirm min. grade of 0.5% is maintained.	Pinestone Engineering	Slopes will be added in the next submission
It is noted that sidewalk details/ curb details are shown in detailed drawings.	Pinestone Engineering	Noted
Confirm CBMH 5A top of grate elevation.	Pinestone Engineering	To be confirmed in next submission
<b>DWG: GP-2 Grading Plan – Rev.03 – 24.11.15</b>  Urban right-of-way is not maintained throughout the entire length of Paisley Ave. Please provide justification for the use of the semi-urban road profile.	Pinestone Engineering	Semi-urban section is consistent with all adjacent roadways (Centre St., Shay Road, Hanes Road etc.)
As per the previous note, optimize sidewalk alignment through intersection (where temporary turning circle is proposed).	Pinestone Engineering	Temporary turning circles are no longer going to be proposed. It is intended that Paisley Avenue will be constructed to Shay Road in Phase 1
Confirm CBMH 6A top of grate elevation.	Pinestone Engineering	To be confirmed in next submission
Confirm DCBMH 4 top of grate elevation.	Pinestone Engineering	To be confirmed in next submission
Confirm DCBMH 2 top of grate elevation.	Pinestone Engineering	To be confirmed in next submission
Confirm DCBMH 3 top of grate elevation against swale drainage from the east. (Should this be a DICBMH?)	Pinestone Engineering	To be confirmed in next submission
Engineer to explore the feasibility of emergency overflow into pond should CB's adjacent to pond (DCBMH 3, DCBMH 2, DCBMH4 become blocked).	Pinestone Engineering	A rip rap spillway within the boulevard at the pond inlet will be added at the next submission
Maintenance pad/ road shall be incorporated into the pond block. (Can be within the fenced area).	Pinestone Engineering	A pond maintenance access will be added to the next submission
Please include slope/grade arrows along road center line. Show min/ max slope values. Identify high points/ low points etc. Confirm max grade of 8% is not exceeded. Confirm that min. grade of 0.5% is maintained.	Pinestone Engineering	Slopes will be added in the next submission
Ensure all roadside ditch inverts are a min. 150 mm below Granular B base.	Pinestone Engineering	Ditch depths of 0.6m will ensure the inverts are below the granular B
Fencing to be provided around Town SWM Pond as per Town of Huntsville Development Standards - 5.8.5 Fencing.	Pinestone Engineering	1.5m high black PVC coated chain link fence will be added around the SWM facility
<b>DWG: GP-3 Grading Plan – Rev.03 – 24.11.15</b>  Urban right-of-way is not maintained throughout the entire length of Paisley Ave. Please provide justification for the use of the semi-urban road profile.	Pinestone Engineering	Semi-urban section is consistent with all adjacent roadways (Centre St., Shay Road, Hanes Road etc.)

1<sup>st</sup> CPPA Submission, Agency Comment-Response Matrix

Please include slope/grade arrows along road center line. Show min/ max slope values. Identify high points/ low points etc. Confirm max grade of 8% is not exceeded. Confirm min. grade of 0.5% is maintained.	Pinestone Engineering	Slopes will be added in the next submission
Ensure all roadside ditch inverts are a min. 150 mm below Granular B base.	Pinestone Engineering	Ditch depths of 0.6m will ensure the inverts are below the granular B
<b>DWG: SERV-1 – Servicing Plan – Rev.03 – 24.11.15</b>  Servicing plan needs to incorporate Fairvern outlet (easternmost outlet) and convey predevelopment (i.e. control post dev. flows) to SWM pond or appropriate outlet. Please contact Richard Clark, Manager of Planning, for relevant documents.	Pinestone Engineering	Drawings will be updated to include the Fairvern outlets
Please include vertical separation between storm sewer and district infrastructure at crossings. (invert calculations) Note: min 0.5 meters is required by DMM. Additionally, 2.5-meter horizontal offset is required from sanitary sewers – as per details on DET-1.	Pinestone Engineering	Crossing data will be added. It is noted that within a rock trench, services are permitted to be "benched" with a reduced horizontal separation
<b>DWG: SERV-2 – Servicing Plan – Rev.03 – 24.11.15</b>  Please include vertical separation between storm sewer and district infrastructure at crossings. (invert calculations) Note: min 0.5 meters is required by DMM. Additionally, 2.5-meter horizontal offset is required from sanitary sewers – as per details on DET-1.	Pinestone Engineering	Crossing data will be added. It is noted that within a rock trench, services are permitted to be "benched" with a reduced horizontal separation
DCBMH3 should be a ditch inlet catch basin as per 4.8 Combination Open Ditches and Storm Sewers. (Sized to have sufficient hydraulic capacity assuming 50% bar area blockage).	Pinestone Engineering	Storm structure will be revised in next submission
Provide details of pond outlet on this drawing.	Pinestone Engineering	Pond outlet details will be added to the SERV-2 drawing
<b>DWG: PP-1 – Plan and Profile STA 0+000 to STA 0+310 – Rev.03 – 24.11.15</b>  Servicing plan needs to incorporate Fairvern outlet (easternmost outlet) and convey predevelopment (i.e. control post dev. flows) to SWM pond or appropriate outlet. Please contact Richard Clark, Manager of Planning, for relevant documents.	Pinestone Engineering	Drawings will be updated to include the Fairvern outlets
<b>DWG: PP-2 – Plan and Profile STA 0+310 to STA 0+630 – Rev.03 – 24.11.15</b>  DCBMH3 should be a ditch inlet catch basin as per 4.8 Combination Open Ditches and Storm Sewers. (Sized to have sufficient hydraulic capacity assuming 50% bar area blockage).	Pinestone Engineering	Storm structure will be revised in next submission
<b>DWG: PP-3 – Plan and Profile STA 0+630 to STA 0+800 – Rev.03 – 24.11.15</b>  Please provide grade k value between 0+799.58 and 0+810.	Pinestone Engineering	K values will be added
<b>DWG: SWM-1 – Stormwater Management Plan – Rev.03 – 24.11.15</b>  Please provide demarcations for 5-yr and 100-yr storm events on detail/ plan view drawing.	Pinestone Engineering	Ponding elevations will be illustrated

Pond inlet design invert introduces storm water storage within the upstream sewer system (from pond inlet invert to DCBMH 4) for 5 yr storm +. Is there an opportunity to raise the pond inlet invert? Please clarify.	Pinestone Engineering	Storm sewer elevations will be reviewed to determine whether the inlet can be raised while maintaining adequate cover
Is the pond to be lined with riprap? Please indicate on plan.	Pinestone Engineering	The pond is not intended to be lined with rip-rap. Treatment will be topsoil and seed. Wetland plantings will be established in the permanent pool
Engineer to consider installing headwall on the pond inlet pipe and outlet pipe at downstream channel. (it is noted that realignment/ repositioning of the pipe/ enhanced swale may be required).	Pinestone Engineering	An inlet headwall will be added
Enhanced swale/ ditch detail note "100mm RIPRAP 300mm DEPTH c/w TERAFIX 270R FILTER FABRIC BENEATH WHERE SLOPE EXCEEDS 13.8%". How is the swale lined otherwise?	Pinestone Engineering	The swale treatment in lower gradient areas will be topsoil and seed
<b>DWG: DET-1/2 – Standard Notes and Details – Rev.03 – 24.11.15</b>  Include note: Storm sewers to have a minimum cover of 1.5 meters. Where minimum cover cannot be met, insulation to OPSD 1109.030 may be accepted by the Town.	Pinestone Engineering	Acknowledged
ESC maintenance and inspection records to be maintained and made available to the Town upon request.	Pinestone Engineering	This note will be added
<b>DWG: STM2 – Temporary Storm Outfall – Rev.03 – 24.11.15</b>  Plan needs to incorporate Fairvern outlet (easternmost outlet) and convey pre-development (i.e. control post dev. flows) to SWM pond or appropriate outlet. Please contact Richard Clark, Manager of Planning, for relevant documents.	Pinestone Engineering	The pond will now be constructed in Phase 1 of the development and a temporary outfall will not be required
ESC measures to be in place prior to initiating works on this plan.	Pinestone Engineering	The pond will now be constructed in Phase 1 of the development and a temporary outfall will not be required
<b>General Notes:</b> Confirm ROW width. There are discrepancies between documents.	TPP	The proposed ROW width of Paisley Avenue is 20 metres.
Lighting plan should be included – at a minimum light standard location to be shown on separate plan.	TPP	Lighting Plan to be provided as part of the subdivision detailed design process.
Landscape plan should be included – boulevard trees, pond landscaping if proposed etc.	TPP	Proposed landscaping is conceptually shown in the Preliminary Demonstration Plan. A more detailed Landscape Plan will be provided as part of the subdivision detailed design process

**Attachment #6: Public Meeting Comment-Response Table**

1<sup>st</sup> CPPA Submission, Public Meeting Presentation & Public Comments, March 12 2025

**PAISLEY CENTRE**

Date: May 6, 2025

File No.: CPPA/03/2024/THE & S2007-11

#	Comment	Response
<b>Alison Brownlee, March 12 2025 (Written Submission)</b>		
1	<b>Stormwater Management:</b> effective stormwater management plans should anticipate and prevent water-related issues for both the proposed development and its neighbouring properties, including the ones below it to the south. Stormwater management capacity below the proposed development is already strained.	A Stormwater Management Report and Plan has been prepared, which determined quantity control requirements in order to control post-development stormwater flows to pre-development conditions. Quality control measures will also be implemented in accordance with Town and Provincial requirements. In addition, a Community Planning Permit application will be required prior to development proceeding on any development block. A component of the CPP application will be a block-specific stormwater management plan, demonstrating compliance with the overall Stormwater Management Report and adherence to Town requirements.
2	<b>Buffer Zones:</b> effective natural buffers between the proposed development and neighbouring properties should be robust enough, and make use of as many existing, healthy, and mature trees as possible, to promote privacy for community members both in the proposed development and in neighbouring properties. These natural buffers should also help prevent soil erosion, slope destabilization, and runoff into neighbouring properties.	Following the initial application submission, the development proposal was revised to include a 15-metre wide natural buffer along the entire southern boundary of the site. The existing trees in this area are typically around 20 metres in height, or taller. In addition, the proposed CPP By-law Amendment will introduce additional regulations to require landscaping and further building setbacks, and identified natural features have been protected with large buffer areas, as confirmed through a peer review process of the Environmental Impact Study.
3	<b>Blasting:</b> blasting for developments on multiple properties along Hanes Road and Centre Street over the past five years have shaken our home violently, and since the proposed development will be much closer and likely also require blasting, blasting as well as blasting plans, mitigation, and alternatives should be carefully considered and negotiated as part of the committee's decision, for the safety and well-being of the	Given the larger building footprint and existing topography pre-construction, blasting was most prevalent for construction of the new Fairvern Long Term Care Home. While some blasting may be required for the proposed development, it is expected to be modest by comparison. Any blasting activities will be undertaken in compliance with the Town's Noise By-law.
4	<b>Building Height and Lighting:</b> the proposed development would sit above a large number of neighbouring homes. Building height, lighting, sightlines, and privacy for the proposed development should be fully evaluated, with consideration for the privacy and quality of life of community members both in the proposed development and their neighbours.	The CPP By-law Amendment application proposes to maintain the existing maximum height limit for the UR3 Precinct of 11 metres. Any proposed increase would require a Class 2 Community Planning Permit, or a subsequent Amendment, and would require a detailed analysis of potential visual impacts for surrounding properties. As noted above, a significant natural buffer is proposed along the southern property line, supplemented by additional building setbacks, landscaped areas and natural areas. Design details such as sight lighting and detailed building design/site layout will be assessed as part of the future Community Planning Permit applications for each block.
5	<b>Traffic, Sidewalks, and Parkland:</b> the number of units for the proposed development would lead to intense vehicle traffic on the property, caused by not only personal vehicles, but also service and commercial vehicles. As the subject property sits above existing homes that would be affected by the sound, light, vibrations, and pollution caused by vehicle traffic, practical and meaningful alternatives to personal vehicle use should be mandatory to reduce the amount of vehicle movement on the property. Complete sidewalks on both sides of any road, shaded walkways, sidewalk benches, cycling infrastructure, meaningful and appealing parks and gardens, and effective natural buffers would benefit community members both within the proposed development and around it.	A continuous sidewalk is proposed along the north side of Paisley Avenue. This will be supplemented by a public trail network running entirely through the site, from north to south, providing connectivity with adjacent areas. This trail network will allow for direct pedestrian connection from adjacent areas to the new public park. In addition, traffic impacts have been comprehensively assessed through the submitted Traffic Impact Study.
<b>Rob Nadolny, March 12 2025 (Written Submission)</b>		
1	One item I am concerned about is blasting. We've had so much of that over the last 3 years, and this proposed new development is the largest and closest yet to our homes.	Please see the response to Comment #3 above.

	<p>Could this mean years more of blasting that shakes our homes and startles us and our pets?</p>	
2	<p>My understanding is that blasting in Ontario is generally governed by the Federal Explosives Act and by Ontario Provincial Standard 120, Use of Explosives (OPS 120).</p> <p>In the case where the Municipality is the approval authority and blasting is part of site development activity, the Municipality has the right to ensure that all blasting activity is consistent with OPS 120.</p> <p>All companies must follow regulations defined by Ontario Provincial Standard 120 General Specification for the Use of Explosives.</p> <p>The Standard includes Notification requirements (section 120.07 .04) that should be adhered to.</p> <p>Will Huntsville please put conditions in place to ensure that the Standard is adhered to and that the developer is required to monitor, log and respond to public concerns as they are raised?</p>	<p>Any blasting activities will be undertaken in accordance with all applicable Provincial and Municipal regulations and requirements. As noted above, blasting is expected to be modest for the proposed development.</p>
3	<p>Another concern I have is provision of publicly-accessible connected open space and/or parkland. This block of land functions as a wildlife corridor (e.g. deer) and should also include much-needed parkland (and facilities) for Huntsville’s urban residents, which is currently greatly lacking.</p>	<p>The proposed development will include a new 1 hectare public park that will be publicly accessible by a continuous sidewalk along Paisley Avenue, as well as a public trail network that will connect with adjacent areas to the north and south.</p>
4	<p>Finally, please place a condition that prevents the use of Centre St (south of the development to West Rd) and Hanes Rd from construction vehicles. After years of listening to engine braking of dump trucks and other construction vehicles on these roads (due to the FreshCo plaza and retirement home development), please restrict this traffic from Hanes Rd and Centre St south of the site, and place restrictions on use of engine brakes.</p>	<p>A Construction Management Plan can be established as part of the Subdivision Detailed Design process.</p>
<p><b>Public Meeting Presentation, March 12 2025</b></p>		
	<p><b><u>Richard Clarke</u></b></p> <ul style="list-style-type: none"> <li>• Lot is located on prominent height of land with steep slopes towards the south. Suitable buffers and tree protection are required to comply with the TOP.</li> <li>• Staff recommend tree retention along new public street and active transportation improvements.</li> <li>• Staff recommend Community Planning Permit Application requirements be attached to each development block.</li> <li>• Clarify width of Paisley Avenue right-of-way.</li> <li>• Enlarge Block 11 (SWM) to include all infrastructure.</li> <li>• Recommended Applicant provide responses to public comments received to date.</li> </ul>	<ul style="list-style-type: none"> <li>• A 15-metre wide continuous natural buffer is proposed along the entire southern boundary of the site. The existing trees in this area are typically around 20 metres in height, or taller. This is further supplemented by additional site-specific building setback and landscaping requirements proposed through the CPP By-law Amendment, as well as preservation of natural heritage features and associated buffers.</li> <li>• Existing trees to be retained where feasible. A continuous sidewalk is proposed along the north side of Paisley Avenue, to be supplemented by an inter-connected public trails network.</li> <li>• In our view, the Community Planning Permit Application requirements should be at the Town’s discretion based on the unique plans and details proposed for each block.</li> <li>• Block 11 has been updated to include the SWM Block and outfall facility – please see updated Draft Plan of Subdivision</li> <li>• Please see this comment response matrix</li> </ul>

<p><b><u>Brian M., 26 Sabrina Park Dr</u></b></p> <ul style="list-style-type: none"> <li>Concerned about stormwater management and stormwater issues caused by existing abandoned development. What contingencies are in place if this development is started and not completed?</li> </ul>	<p>Although this comment relates to other properties near the subject site, we note that the proposed blocks will be developed individually by proponents. Proponents will be obligated to provide financial securities to the Town to secure completion of approved plans.</p>
<p><b><u>Deputy Mayor Armour</u></b></p> <ul style="list-style-type: none"> <li>At what point are the trails and parks completed?</li> </ul>	<p>The proposed park and trails are proposed to be completed as Phase 1 of the development – see updated Draft Plan of Subdivision. Park will be conveyed to Town as part of SD Approval process in addition to natural heritage blocks and trails. The Demonstration Plan has been updated to more clearly illustrate the proposed sidewalk along the north side of Paisley Avenue, and the potential public trail connection through Block 2.</p>
<p><b><u>Councillor Clarke</u></b></p> <ul style="list-style-type: none"> <li>Appreciates tree buffers and parkland. Important sidewalks and trails be incorporated into plan.</li> <li>What is the status of Shay Road? Maintenance?</li> </ul>	<p>We understand that a solution has been reached between the Town and MTO.</p>
<p><b><u>Mayor Alcock</u></b></p> <ul style="list-style-type: none"> <li>Plan is vast improvement from previous approved Draft Plan.</li> <li>Appreciates inclusion of natural corridors.</li> <li>What is the plan for the trail development? What is the connectivity to trails outside the development and perhaps the natural heritage areas.</li> <li>Are there different tenures anticipated for the development blocks? Ownership versus rental.</li> </ul>	<p>The proposed public trail network is illustrated on the Demonstration Plan, with required blocks identified on the Draft Plan of Subdivision. A Public Trail Connection Plan is proposed as a requirement for the future development of Block 2. Additional trails could also be incorporated within and adjacent to natural heritage areas, if deemed feasible and appropriate by the Town.</p> <p>Given the scale of development, a mix of rental and ownership tenure will likely be incorporated. The development is attractive to rental builders in particular given the flexibility in permitted building types and large format of the development blocks.</p>
<p><b><u>Councillor Renwick</u></b></p> <ul style="list-style-type: none"> <li>Need to have secondary access onto Shay Road.</li> <li>Confirming that water and sewage is going through municipal infrastructure.</li> <li>This proposal checks a lot of boxes, mixed density development with environmental protection.</li> </ul>	<p>We understand that the Town has reached an agreement with the MTO with regards to Shay Road.</p>
<p><b><u>Councillor FitzGerald</u></b></p> <ul style="list-style-type: none"> <li>Applauds all the planning that has gone into the application.</li> </ul>	<p>Acknowledged.</p>