



Town of Huntsville Staff Report

Meeting Date: May 14, 2025

To: Planning Council

Report Number: DEV-2025-52

Confidential: No

Author(s): Madalene Albano, Senior Planner

Subject: CPP/42/2025/HTE - 3 Tait Street Inc. - 3 Tait Street

Report Highlights

Staff review respecting Community Planning Permit Application CPP/42/2025/HTE.

Recommendation

Be It Resolved That: Planning Council PROVISIONALLY APPROVE Community Planning Permit Application CPP/42/2025/HTE, the purpose and effect of which is to permit the construction a four-storey 767m² 42-unit multi-residential apartment building on the lot and provide relief from subsections 2.12.4.a, 3.2.ii, 3.7.5, 4.5.5.viii, 4.5.5.xi, 4.5.5.xiv and 4.5.5.xvii of Community Planning Permit By-law 2022-97 to:

1. Reduce the minimum required front yard setback for a multiple dwelling from 7m to 4.9m and from 7m to 4.5m for the attached balconies;
2. Reduce the minimum required exterior side yard setback for a multiple dwelling from 3m to 2.4m and from 3m to 1.55m for the attached balconies;
3. Increase the maximum permitted height for a multiple dwelling from 11m to 16.9m;
4. Reduce the minimum required number of parking spaces from 61 spaces to 44 spaces;
5. Reduce the minimum required landscape buffer abutting a parking lot along the rear lot line from 3m to 1.3m and along the exterior side lot line from 3m to 1.7m;
6. Increase the maximum permitted density from 60 units per hectare (15 units) to 169 units per hectare (42 units); and
7. Reduce the minimum required setback for a loading space abutting a residential precinct from 4m to 1.8m.

Conditional On:

1. A Cost Estimate Breakdown being provided for works related to Lighting, Stormwater Management, and Landscaping;
2. The Photometric Plan being updated to include the exterior building mounted fixtures and to demonstrate no light trespass at the property lines;

3. An updated Traffic Impact Brief being submitted to address District of Muskoka comments;
4. Hydraulic Modelling of both water and sewer services being satisfactorily completed by the District of Muskoka;
5. All plans being updated to address consistency with all technical studies and recommendations, as necessary, to the satisfaction of the Town of Huntsville and District of Muskoka;
6. A Noise and Vibration Study being completed to the satisfaction of the Town of Huntsville and CN Railway; and
7. The Owner entering into an agreement with the Town, to be registered on title to the lands, including provision of financial securities, with terms to confirm that development will proceed in accordance with the approved plans and Community Planning Permit, that all community benefits shall be provided, and that the building remain in the rental market for a minimum of 20 years.

And Further That: Upon the conditions of Provisional Approval being fulfilled in accordance with subsection 1.17 of Community Planning Permit By-law 2022-97, as amended, a Class 3 Community Planning Permit be issued to authorize the above described development conditional on:

1. The proposed development being undertaken in accordance with a Community Planning Permit, including final approved plans and drawings;
2. Actions and recommendations of the following technical reports being implemented:
 - a. Site Plan;
 - b. Lighting & Photometrics Plan;
 - c. Functional Servicing Report;
 - d. Traffic Impact Brief;
 - e. Landscape Plan;
 - f. Shadow Study;
 - g. Visual Impact Study;
 - h. Noise and Vibration Study;
3. All exterior lighting being dark sky compliant in accordance with Town of Huntsville Outdoor Lighting By-law 2016-3, as amended;
4. Appropriate erosion and sediment control measures must be installed prior to commencement of any works and maintained until all disturbed areas have been stabilized; and
5. All disturbed areas being stabilized and restored to existing conditions or better immediately upon completion of the works.

Background

Purpose and Effect:

An application has been submitted to permit the construction a four-storey, 767m² 42-unit multi-residential apartment building on the lot. The application proposes variations to development standards through a Class 3 Community Planning Permit to:

1. Reduce the minimum required front yard setback for a multiple dwelling from 7m to 4.9m and from 7m to 4.5m for the attached balconies;
2. Reduce the minimum required exterior side yard setback for a multiple dwelling from 3m to 2.4m and from 3m to 1.55m for the attached balconies;
3. Increase the maximum permitted height for a multiple dwelling from 11m to 16.9m;
4. Reduce the minimum required number of parking spaces from 61 spaces to 44 spaces;
5. Reduce the minimum required landscape buffer abutting a parking lot along the rear lot line from 3m to 1.3m and along the exterior side lot line from 3m to 1.7m;

6. Increase the maximum permitted density from 60 units per hectare (15 units) to 169 units per hectare (42 units); and
7. Reduce the minimum required setback for a loading space abutting a residential precinct from 4m to 1.8m.

Site Characteristics and Surrounding Uses:

The subject lands have 2493m² in area and considered a corner lot with approximately 38m of frontage on Main Street West and approximately 47m along Tait Street, the exterior side yard. The property is currently vacant and contains a gravel surface with limited vegetation along the rear and interior side yards. The property slopes from the rear down towards Main Street West and includes a retaining wall running along Main Street West and a portion of Tait Street. The subject property is surrounded by low-density residential development to the south and mixed uses to the north, east and west.

Location: Lot 15, S/S Main Street, Lot 16, S/S Main Street, Plan 14; Huntsville

Previous/Current Files: SPA/03/1998/HTE

Natural Constraints: None

Human Constraints: Proximity to CN Railway

Official Plan: Mixed Use Area along the Intensification Corridor within the Huntsville Urban Settlement Area

Precinct: Urban Mixed Use (UM)

Overlay: None

Access: Municipally Year Round Maintained District Arterial Road (Main Street West) and Local Road (Tait Street)

Servicing: Municipal Piped Water and Sewer Systems

OSRA Status: N/A

Technical Background Report(s):

- Planning Justification Report prepared by John P. Gallagher and Associates dated March 18, 2025;
- Floor Plans prepared by FAD Architects dated January 30, 2025;
- Lighting & Photometrics Plan prepared by Dawson's Incorporated dated February 20, 2025;
- Functional Servicing Report prepared by Pinestone Engineering Ltd., dated November 2024;
- Shadow Study prepared by FAD Architects dated April 29, 2025;
- Visual Impact Study prepared by FAD Architects dated April 24, 2025;
- Rendering and Elevation Drawings prepared by FAD Architects dated April 11, 2025;
- Traffic Impact Brief prepared by JD Northcote Engineering Inc., dated January 29, 2025;
- Site Plan prepared by FAD Architects dated January 2025;
- Landscape Plan prepared by FAD Architects dated May 7, 2025

Discussion

Town of Huntsville Community Planning Permit By-law

The subject lands are within the Urban Mixed Use (UM) precinct. The UM precinct applies to properties along the mixed use corridor in Huntsville's Urban Settlement Area and includes a number of uses permitting multi-residential and commercial uses. The proposed use complies with the permitted use and lot requirements of the precinct except where variations are required.

The variations include reductions to property line setbacks, the number of parking spaces, landscape buffer widths, load space setbacks, and increases in height and density.

In the UM precinct, lot requirements such as setbacks and height can be varied up to 20% under a Class 2 CPP application. In this instance, the reductions in the front and exterior side yard setbacks and height increase are above the 20% threshold and therefore require the variation to be authorized under a Class 3 CPP application. Respecting density, the lot requirements do not provide a Class 2 variation limit and any increase must be authorized through a Class 3 application.

When considering increases in height and density, Section 2.5 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; compatibility with the surrounding area; community benefit contributions above and beyond those that would otherwise be provided and have a reasonable planning relationship to the requested 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. In this instance, the applicant has chosen to provide the following community benefit:

1. A \$15,000 contribution towards improvements for Avery Beach Park;
2. Seating and landscape improvements along Main Street West between the sidewalk and front lot line of the subject property;
3. Underground parking which includes 16 vehicular parking spaces and a bike rack for 16 bicycles; and
4. 10 affordable rental units. The applicant will be applying to be part of the Muskoka Affordability Housing Initiative Program (MAHIP), however, if funding is not provided through MAHIP, they have committed to providing 10 affordable units regardless.

Section 2.12 of the CPPBL requires that a minimum 3m buffer be provided along a side and rear lot line in a mixed use precinct where it abuts a residential precinct. Additionally, this section notes that in a mixed use precinct, all other portions of the property, not covered by the building or parking spaces, driveways, and aisles associated with it shall be landscaped. Landscape buffers must also be provided along the full outer perimeter of the parking lot and in this case, a minimum 3m buffer is required abutting the street and a minimum of 1.5m is required not abutting a street. Since the property abuts residential properties, a 3m wide buffer would be required along all property lines. Variations to the landscaping provisions are required to be authorized through a Class 3 application. With respect to parking, Section 3.2 of the CPPBL states that a multiple dwelling in the Urban Settlement Area is required to provide 1.25 parking spaces for each dwelling unit, plus 1 parking space for every five units. This translates into the applicant requiring 61 parking spaces overall, whereas they are proposing 44 parking spaces. In absence of 17 parking spaces, the applicants are including bike racks in the underground parking area which can accommodate 16 bicycles. Further, when applicants request parking reductions in the Urban Area, they have the option to do so through Cash In Lieu of Parking. This amount is \$7500 per parking space not provided. In this instance, the applicant has chosen to request a reduction in parking rather than providing the cash in lieu amount which would have totaled \$127,500. The CPPBL also requires multiple dwellings contained 25 dwelling units or more to provide at least 1 loading space. Loading spaces are required to be in the side or rear yard of a lot and no closer than 4m to a lot line abutting a residential precinct. In this instance, the applicants have requested their loading space to be 1.8m from the western interior property line which abuts a residential precinct. A 2m tall board fence and landscaping is being proposed within the 1.8m setback to ensure screening and privacy is maintained with the abutting property. Any variations to parking and loading requirements must be authorized through a Class 3 application, with the exception of parking paid for through provision of cash-in-lieu.

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 submission materials were provided in support of the application and to address the criteria. The supporting documentation is outlined below.

Supporting Documentation

The Site Plan, Floor Plans, Elevations, Renderings, and the Landscape Plan prepared by FAD Architects provide the detailed site layout and configuration of the proposed building as well as providing a visual for how the proposed building is going to appear on the site. The units in the four storey building have been designed to include five (5) two-bedroom townhouse style units which will be located on the first two floors. The remaining units are comprised of twelve (12) bachelor and twenty-five (25) one-bedroom units. The building is oriented closest to Main Street West and both a retaining wall and terrace are being utilized to level that portion of the property. Towards the rear of the property, this area is being utilized for surface level parking and a driveway to access the underground parking garage. Since height is measured from the front lot line, the building along Main Street will be 16.9m high, however, due to the sloping topography, the rear of the building along the parking lot and closer to the low density residential uses will be 14.8m high. On the landscaping plan, the applicants are proposing a 2m high board fence lined with cedar trees along the rear and western interior lot line to ensure privacy is maintained and dense vegetation is established. Vegetation will be planted along property lines, within buffers, and within areas between the building and parking area. This will assist in privacy, enhancing the site layout and streetscape, and establishing vegetation on the currently barren site.

A Visual Impact Study prepared by FAD Architects was submitted to assess the visual impacts of the proposed development. Seven (7) viewpoints were reviewed with renderings of the proposed building to demonstrate the impact from the proposed increase in height. The applicants also considered potential development north of the subject lands and how that would contribute to the visual analysis. Views of the proposed building along Main Street West and from across Hunter's Bay were taken into consideration. The analysis demonstrates that the building will be visible from across Hunter's Bay, but does not project above the tree line nor breaks the ridgeline. The proposed colours and finishes of the building assist in blending it into the hillside with the existing vegetation to the north. The assessment did not include a detailed discussion of the visual impacts nor provide mitigation measures to address impacts; however, measures to address privacy for abutting landowners will be included through fencing and landscaping.

A Shadow Study prepared by FAD Architects was submitted to assess the shadowing impacts with respect to the proposed building. The study reviewed three times throughout the day; being 9am, 1pm, and 4pm. The shadow analyses were completed during these times for both peak summer and winter, being June 21st and December 21st. The June analysis shows minimal shadowing impacts on surrounding properties and over roadways, whereas the December analysis shows a large shadowing impact to the north throughout the day. The study primarily contained a visual representation of the impacts but did not include a detailed discussion of the shadowing impacts nor provided mitigation measures. Currently, the property directly to the north is a commercial parking lot and it appears shadowing impacts are of less concern in this area. Staff noted possible operational challenges within the winter season due to lack of sunlight and ice formation along Main Street West. The applicants have suggested that ice formation is primarily due to surface runoff that is not collected or directed appropriately. Having the proper SWM system on the property should assist in less water runoff and ice build up abutting this property along Main Street West.

A Lighting and Photometrics Plan was submitted with the application to demonstrate that the proposed lighting is to be dark sky compliant in accordance with the Town of Huntsville Outdoor Illumination Bylaw 2016-3, and not trespass over the property lines. The Plan shows where lighting

fixtures are to be installed and noted five (5) fixtures to be located in the parking lot area. Staffs review of the plan notes no issues or concerns, however, exterior building mounted fixtures were not considered in the photometric plan and staff have requested these be added through an updated submission.

A Traffic Impact Brief was prepared by JD Northcote Engineering Inc. The study assessed the proposed development, street and intersection characteristics, transit access, development growth, traffic data, proposed traffic generated by the development, and a parking review. The study estimates that the number of trips generated from the proposed development is 17 trips in the am peak hour and 21 trips in the pm peak hour. It is noted through a review of the Main Street West and Tait Street intersection that no additional improvements are recommended. When reviewing the site distance from Tait Street onto Main Street West, it is noted that vehicles turning out of the subject property heading north will be doing so at a reduced speed and therefore the sight distance is acceptable and no issues were noted with the sight distance and proposed site access. With respect to pedestrian connectivity, the study outlines that there will be direct access between the buildings entrance and the existing sidewalk along Tait Street connecting to Main Street West and the subject site is considered well serviced by pedestrian infrastructure. Respecting parking, the study notes parking counts conducted at similar existing developments and the proposal is providing a reasonable representation of parking for residents and potential visitors and suggests 37 parking spaces be utilized for residents and 7 for visitors. It also noted utilizing on-street parking. The study concludes that the proposed development will not cause any operational issues and will not add to significant delay or congestion to the local roadway. Staff have reviewed the study and requested further consideration of matters pertaining to turning lanes, sight distance reviews, seasonal constraints, parking infrastructure, and daylight triangles. Additionally, the District of Muskoka has requested the traffic brief be updated to address concerns as further detailed below. The Towns Operation Department noted that on street parking is limited between November 1st to April 15th every year due to winter operations and requested that the traffic brief update provide commentary on how this may impact year-round overflow parking.

A Functional Servicing Report was prepared by Pinestone Engineering Ltd. The report assessed existing site conditions, the proposed development, drainage, sanitary sewer, watermains and the proposed servicing strategy, stormwater management details, utilities, and construction mitigation. Sanitary, storm, and water servicing is available to be extended into the site from Tait Street. Peak flows from post development storm events up to the 100-year storm to pre-development levels will be accomplished through the use of parking lot storage. Additionally, suitable erosion and sediment control measures will be implemented to prevent the migration of sediments during construction. Town Operation staff have reviewed the report and provided technical comments to be addressed prior to finalization of the application. This has been included as a condition of provisional approval. The supporting documentation submitted assists in completing an analysis of the criteria under Section 1.20.1 of the CPPBL, which is outlined below.

1. Is The Proposal Appropriate for the Lands?

In this instance, the proposal is appropriate for the lands as it utilizes a vacant lot along an intensification corridor in a mixed use area where multiple dwellings are a permitted use as of right. Further, the requested variations have been offset by proposed mitigation measure to ensure privacy and adequate landscaping are being addressed. With respect to increasing height of the proposed building, the applicants submitted a Visual Impact Study which demonstrated how the building will fit in with the surrounding area and how it will be viewed from Hunter's Bay. A Shadow Study was also completed which noted the greatest shadow impacts in the winter season casting over Main Street West and over the mixed use lands to the north.

2. Does the proposal take into account the unique characteristics of the property?

Currently, the property is located at the toe of a large hillside within the Huntsville Urban Area. The property slopes down towards Main Street but contains a retaining wall along the front lot line and a portion of the exterior side lot line at the intersection of Tait Street and Main Street West. This retaining wall has been in place for a number of years and has assisted in leveling out the property. Due to its location at the toe of the slope, the proposed development has been designed to blend into the hillside and not disturb the treeline or ridgeline when viewed from across Hunter's Bay. The property has remained barren and vacant for many years and was once utilized as a motor vehicle dealership lot. Sparse vegetation lines the rear and western property line. The property is currently underutilized. From the property looking north, Hunter's Bay can be viewed. The current proposal aims to take use of the mixed use corridor on which it fronts, activate the area, and provide rental housing for the community.

3. Have potential off-site and adverse impacts been identified and mitigated where appropriate?

Potential off-site and adverse impacts were identified as being related to traffic, specifically related to parking and the intersection of Main Street West and Tait Street. With respect to traffic, the Traffic Brief submitted by the applicants prepared by JD Northcote will be updated as a condition of provisional approval. The applicants have proposed to remove a portion of the existing retaining wall along Main Street West and Tait Street to assist in improving sight lines which will be further reviewed through the update to the traffic brief. With respect to parking, the applicant is proposing linkages for active transportation by providing bicycle racks. Additionally, the property is along the bus route providing greater access for residents to utilize that service.

4. Is the development compatible with the surrounding land uses and character?

The proposed development would add additional residential units within a mature residential neighbourhood. The proposed development provides a transition from the residential uses to the south to the mixed use corridor to the north and appears to be compatible with the surrounding land uses and character of the area. Further, the proposed building is positioned to the front lot line allowing for a greater buffer between the low density residential properties in the abutting area. The proposal includes a number of elements to enhance the site, providing vibrancy and character to the area while improving the existing sites condition.

5. Does the proposal conform to the District and Town Official Plans and is it consistent with any applicable urban design guidelines and the Provincial Planning Statement?

Town of Huntsville Official Plan

The subject lands are designated "Mixed Use" in the Huntsville Official Plan and are located within Huntsville's Urban Settlement Area along the Intensification Corridor. The Mixed Use designation recognizes existing and future development opportunities along road corridors that are a mix of residential and commercial uses or are intended to accommodate a mix of such uses. Main Street West has been identified as a corridor of mixed use development, specifically recognized for its variety of low-density residential uses and mixed commercial uses. Development in this area can be potentially constrained due to the linear nature of the area caused as a result of the railroad tracks running parallel to the area on the north and the area of high ground to the immediate south (C3.6.i). Permitted uses within the Mixed Use designation include, but are not limited to, the following; medium to high density residential uses; commercial, retail and service uses; live/work uses; professional office uses; small scale food processing facilities and distribution centers; and highway commercial type uses. Density within the mixed use area for multiple unit residential development will generally not exceed 60 units per gross hectare (C3.6.1, 3.6.2). The design of the Mixed Use designation is intended to contribute to the well-being and cohesiveness of the community, be compact in nature

(C3.6.3, 3.6.4, 3.6.5). Policies in Section C3.6.5 note elements that should be utilized to promote walkable, vibrant mixed use areas which include utilizing building facade to enhance the attractiveness and character of the area, preserving views to the lake, having primary facades of buildings situated parallel to the street to establish a defined street edge, sidewalks and buildings being barrier-free and accessible, parking being located behind buildings and buildings being located close to the street frontage, and including landscaping that incorporated visual screening, defined pedestrian zones, and adds visual interest to the site and streetscape.

In this instance, the property is located in a transitional area from the low density residential uses to the south to the mixed use corridor along Main Street West. With this proposal, the applicants are intending to increase the density from 60 units per gross hectare to 167 units. The proposed building has been configured to be closest to Main Street West providing a greater separation between the abutting residential property to the south and locating the parking area towards the rear of the property. The primary facade of the building runs parallel to Main Street West and includes terraces and balconies providing different features to enhance the visual character along this portion of the mixed use corridor. The applicants are proposing a parkette along Main Street West to further add interest along this corridor between the sidewalk and front lot line. This area will be activated by benches and a sun structure and is intended to be used by the public as a means to stop and rest. The proposed development is compact and provided various rental unit types, is accessible, and has reviewed impacts related to shadowing. Landscaping will be utilized on the site to provide privacy buffers but to also enhance the property and streetscape.

Policies in Section D of the Official Plan recognize that there is a shortage of available long term rental stock in Huntsville (D2). As a result, the Official Plan includes policies that encourage smart value housing in the settlement area due to the area being served by transit, shopping, parks and other community facilities. Housing proposed in the built-up area of the Huntsville Urban Settlement Area and Mixed Use designations is strongly encouraged due to the availability of nearby services and the opportunity to support an affordable lifestyle (D2.3.2). Within existing residential neighbourhoods, smart value housing will occur through residential intensification and infill development, in conformity with the policies of the Official Plan. In this instance, the applicant is contributing 10 affordable rental units. The applicants have noted that they will be applying for funding through MAHIP, however, if funding is not received, they will still be moving ahead and be able to provide 10 units at an affordable rate.

Part D of the Official Plan also discussed Noise and Vibration with respect to the development of sensitive land uses (D7.2.1). Section D7.2.2 and 7.2.3 note that sensitive land uses proposed within 300m of a railway right-of-way may be required to undertake noise studies, and if proposed within 75m of a railway right-of-way may be required to undertake vibration studies and implement any necessary mitigation measures in each instance. In this instance, the subject lands are approximately 80m from the railway right-of-way. A noise and vibration study has been requested by CN and this has been included as a condition of provisional approval.

Section E of the Official Plan sets out policies for infrastructure for new and existing development. With respect to Stormwater Management, Section E1.1 requires developments to have consideration for stormwater management best practices and construction mitigation measures. Section E2.1.1 requires that development within the boundary of Huntsville's Urban Settlement Area will proceed on the basis of full municipal water and sanitary sewers. In this instance, a Functional Servicing Report was completed by Pinestone Engineering as mentioned above. The proposed development has been designed to appropriately handle stormwater management and will proceed on the basis of full municipal services. Implementation of the detailed design works for stormwater will be implemented

through a development agreement once the Town is satisfied and all comments have been addressed. These items have been included as part of the provisional approval.

Further, Section E3 discusses Transportation. This section notes 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. Additionally, where development is proposed that abuts a District of Muskoka road, they will be required to satisfy all of the policies and requirements of the authority (E3.6.5, 3.7.1). In this instance, a Traffic Brief was prepared by JD Northcote as described above. Further review of this brief has been requested and this has been included as part of the provisional approval.

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, and provide a community benefit beyond the standard of development that bears a relationship to the scale of the height and density increase. The community benefits proposed through this application have been listed above. These will be included within a development agreement to ensure and guarantee that they are provided by the applicant.

Residential intensification within the Huntsville Urban Settlement Area will be focused in the Urban Residential, Mixed Use, and Commercial designations within the built-up area and along the intensification corridor (C3.2.26). Intensification and residential intensification will generally be encouraged throughout the built-up area (C3.2.27). Additionally, Section C3.2.30 discusses criteria for development within the built-up area and in intensification corridors and notes that development will be compact, at an appropriate scale for its location and surrounding area, appropriately serviced, provides a range of housing options, including smart value housing needs, is diverse, supports transit and active transportation, contains high quality public open space that is attractive and vibrant, and is encouraged to achieve higher densities than the surrounding area while achieving an appropriate transition of built form to adjacent areas. When considering new development within mature neighbourhoods, Section C3.2.31 outlines that consideration should be given to massing, scale and height such that the development fits into the existing built form, the topography of the lands, providing transitions of heights and densities through setbacks, and maintaining adequate sunlight and privacy for adjacent residents and minimizing overlook and shadowing of adjacent residents. In this instance, the proposal is in an appropriate location for intensification and meets the policies required along this corridor. The applicants have reviewed the impacts related to intensifying amongst a mature neighbourhoods and have prepared a Visual Impact Study, Shadow Study, and various Rendering and Elevation Drawings to demonstrate how the proposed building will fit into the surrounding area. Privacy of neighbouring residential lots has also been considered and mitigation proposed.

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 comments recommend that the application be deferred pending the completion of an update to the traffic brief. District Engineering and Public Works staff identifies concerns with increased traffic volumes, site lines and stopping sight distance on the corner of Main Street West and Tait Street and the conclusions drawn in the brief. They are requesting that the updated study address these concerns as well as any required improvements or modifications to the Main Street West and Tait Street intersection necessary to ensure safe motor vehicle and pedestrian movement. Additionally, they note that hydraulic modelling of both water and sewer services will be required to be completed by the District's consultant. These

requirements have been added as conditions of provisional approval. District comments have been included as Attachment #5.

Town of Huntsville Urban Design Guidelines

There are no applicable Urban Design Guidelines.

Provincial Planning Statement

The 2024 Provincial Planning Statement (PPS) applies to this proposal. Section 2.2.1 of the PPS discusses housing and states that planning authorities shall provide a range and mix of housing options and densities to meet needs to current and future residents. Densities for new housing which efficiently use land, resources, infrastructure and public service facilities and support the use of active transportation should be promoted. Under the PPS, the subject lands are considered to be lands within a settlement area. Section 2.3.1 discusses general policies for settlement areas and notes that they should be the focus of growth and development. Planning authorities shall support intensification and redevelopment to support the achievement of complete communities, by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities. In this instance, the application is providing intensification on an underutilized property along the intensification corridor within the settlement area. The proposal includes elements to support active transportation and utilizes infrastructure and public services in an appropriate way. The property is also along Huntsville's bus route providing access to the Towns transportation system. Overall, the proposal reflects the objectives of the PPS with respect to residential intensification within the settlement area.

Conditions

The following Conditions have been added and are required to be addressed prior to final approval:

1. A Cost Estimate Breakdown being provided for works related to Lighting, Stormwater Management, and Landscaping;
2. The Photometric Plan being updated to include the exterior building mounted fixtures and to demonstrate no light trespass at the property lines;
3. An updated Traffic Impact Brief being submitted to address District of Muskoka comments;
4. Hydraulic Modelling of both water and sewer services being satisfactorily completed by the District of Muskoka;
5. All plans being updated to address consistency with all technical studies recommendations, as appropriate, to respond to outdancing technical comments provided by Town, and to show the retaining wall along Main Street West being reduced in height and/or realigned, as necessary, to improve site lines, all to the satisfaction of the Town of Huntsville and District of Muskoka;
6. A Noise and Vibration Study being completed to the satisfaction of the Town of Huntsville and CN Railway; and
7. The Owner entering into an agreement with the Town, to be registered on title to the lands, including provision of financial securities, with terms to confirm that development will proceed in accordance with the approved plans and Community Planning Permit, that all community benefits shall be provided, and that the building remain in the rental market for a minimum of 25 years.

The following Conditions will be included as part of the final CPP approval:

1. The proposed development being undertaken in accordance with a Community Planning Permit, including final approved plans and drawings;
2. Actions and recommendations of the following technical reports being implemented:
 - a. Site Plan;
 - b. Lighting & Photometrics Plan;

- c. Functional Servicing Report;
 - d. Traffic Impact Brief;
 - e. Landscape Plan;
 - f. Shadow Study;
 - g. Visual Impact Study;
 - h. Floor Plans;
 - i. Rendering and Elevation Drawings;
 - j. Noise and Vibration Study;
3. All exterior lighting being dark sky compliant in accordance with Town of Huntsville Outdoor Lighting By-law 2016-3, as amended;
 4. Appropriate erosion and sediment control measures must be installed prior to commencement of any works and maintained until all disturbed areas have been stabilized; and
 5. All disturbed areas being stabilized and restored to existing conditions or better immediately upon completion of the works.

Summary

In view of the foregoing, and in consideration of the conditions proposed, the application appears to meet the intent of the applicable criteria for provisional approval under the CPP By-law, and is consistent with the Provincial Planning Statement.

Options

Council could deny this application; however, that is not recommended as with the conditions proposed, the application would appear to meet the intent of the applicable criteria for approval under the CPP By-law, and be consistent with the Provincial Planning Statement.

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 42 new rental residential units.

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

Attachments

[Attachment #1: Location Map](#)

[Attachment #2: Sketch](#)

[Attachment #3: Site Photos](#)

[Attachment #4: Floor Plans, Renderings, and Elevation Drawings](#)

[Attachment #5: District Comments](#)

[Attachment #6: CN Comments](#)

[Attachment #7: Letters of Concern and Objection](#)

Consultations

The application was circulated in accordance with the Community Planning Permit By-law.

The applicants also advertised the proposal with a large sign on the property and led a Public Open House in-person on April 29th.

The Accessibility Committee provided comments during the initial review phase and the applicants have been since addressed them.

The Town of Huntsville Fire and Protective Services Department noted that a fire safety plan will be necessary and will need to be submitted to the Huntsville/Lake of Bays Fire Department for review. The Fire Department requires that a fire access route designed in accordance with the Ontario Building Code is provided and that no parking signs will need to be posted in the Fire Route.

The Town of Huntsville Corporate Information/911 Civic Addressing Department noted that the main property and building civic address number would remain as 3 Tait Street and all internal unit numbers shall be assigned by the Corporate Information Department. This is to ensure all 911 civic addressing processes are completed for the new proposed development. Unit numbers will be assigned as 3 digit numbers and will begin with 100 series numbers on the first floor, then 200 series numbers on second floor, 300 series for third floor and 400 series for fourth floor.

The Town of Huntsville Community Services Department noted support for the application and the community benefits being proposed.

The Town of Huntsville Building Department noted that a building matrix noting construction type will be required at the building permit stage and that the proposal will fall under Part 3 Buildings under the Ontario Building Code.

The Town of Huntsville Public Works Department noted comments with respect to the Traffic Impact Brief and details of the Functional Servicing Report that the applicant is working on addressing. These being updated to staff's satisfaction have been included as a condition of provisional approval.

District of Muskoka Comments have been discussed above and included as Attachment #5.

CN Railway provided comments which identify the subject lands to be within 300m of CN's main line. The note concerns within the development of sensitive land uses in proximity to railway operations and request that a Noise and Vibration study be completed and for specific wording be included within a development agreement. This has been included as a condition of provisional approval. Their comments have been included as Attachment #6.

Eight (8) letters of concern and objection were received and have been included as Attachment #7. The letters outline concerns related to increasing both density and height, reduction to buffers and setbacks, impacts to privacy, the reduction in parking and potential of vehicles utilizing on street parking, snow removal, and traffic concerns primarily with the Tait Street and Main Street West intersection.

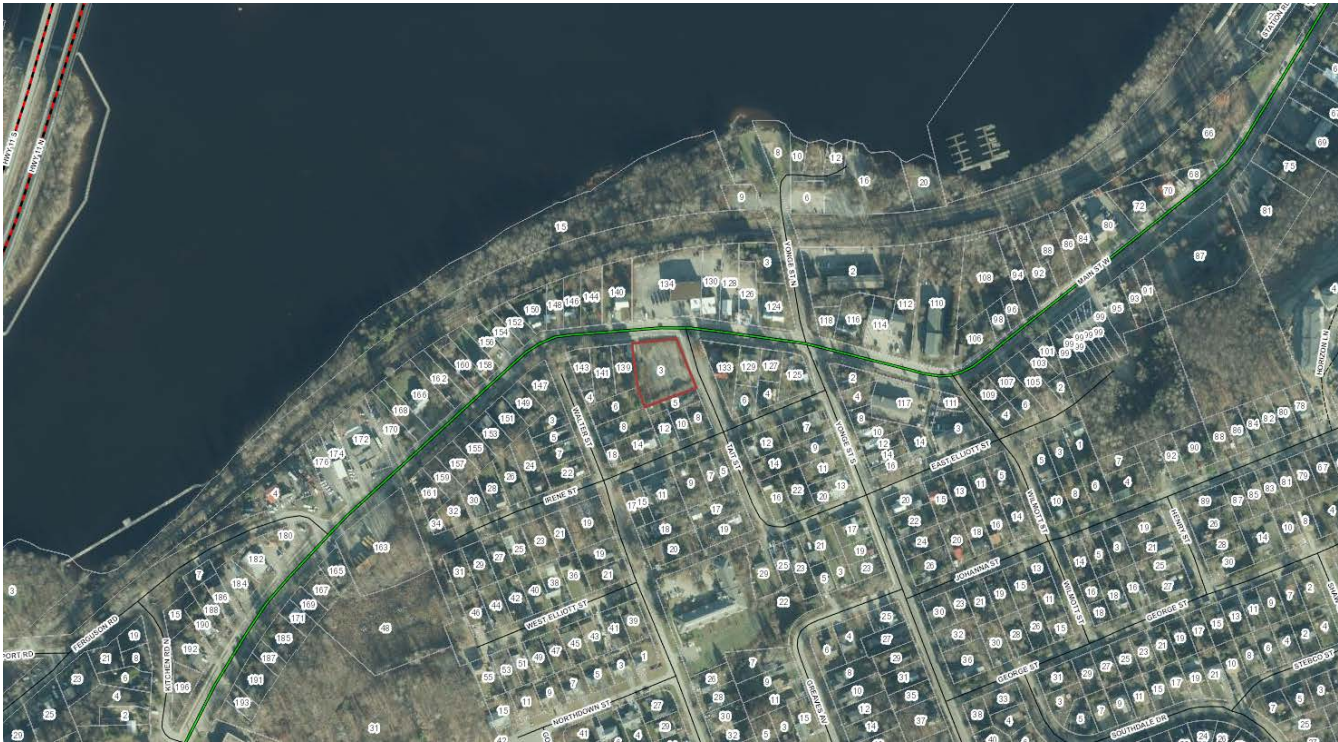
Respectfully Submitted: Madalene Albano, Senior Planner

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: North-East View from Tait Street Towards the Subject Property.



Photo #2: West View from Tait Street Towards the Subject Property.



Photo #3: West Facing View of the Subject Lands.



Photo #4: West Facing View Along Main Street West.



Photo #5: East Facing View Along Main Street West.



Photo #6: North Facing View from Main Street West Towards the Subject Property.

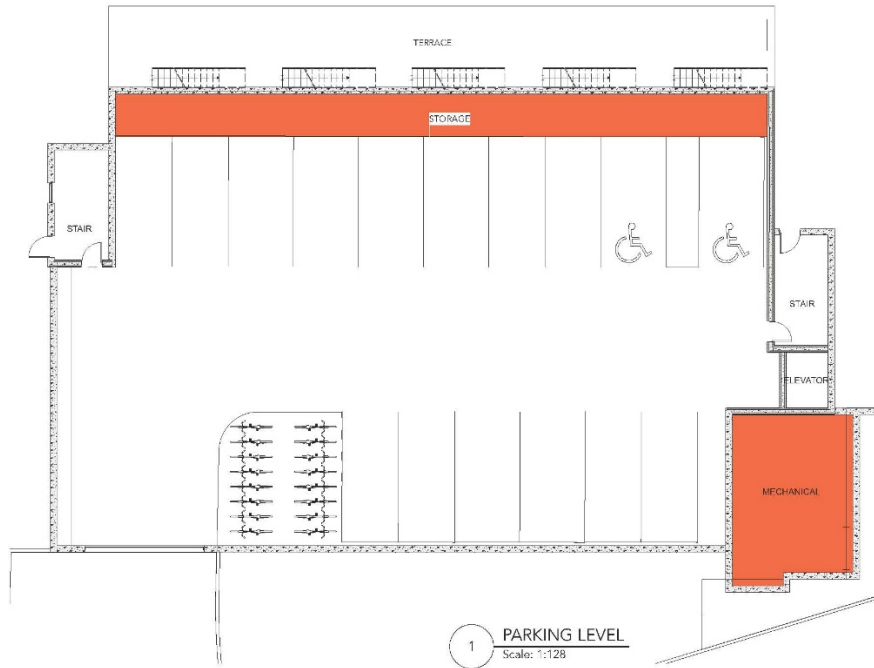


Photo #7: View Facing North Towards the Corner of Main Street West and Tait Street.

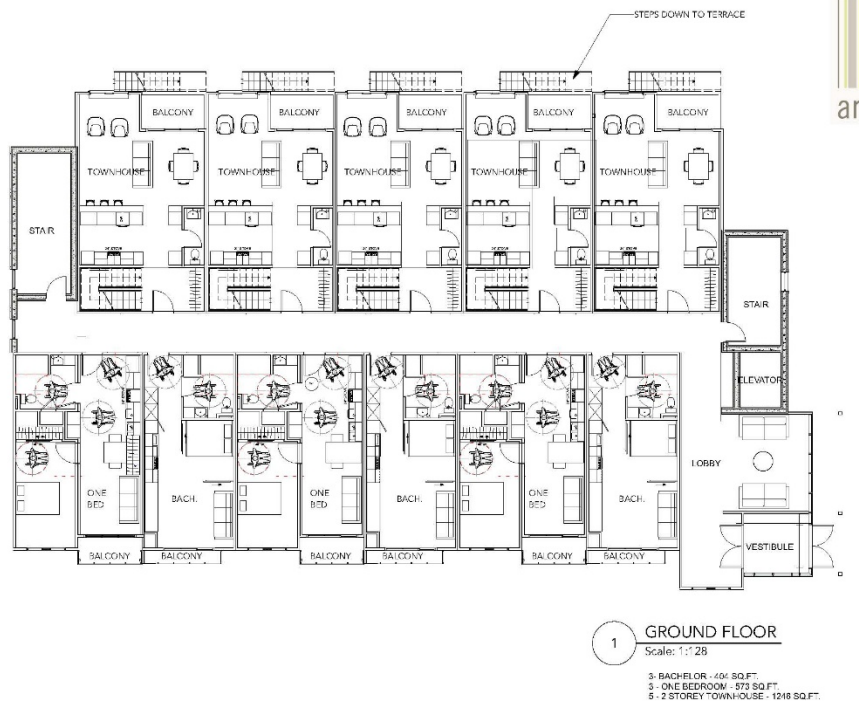


Attachment #4: Floor Plans, Renderings, and Elevation Drawings

Floor Plans:



PARKING LEVEL
3 TAIT ST.



GROUND FLOOR PLAN
3 TAIT ST.



2 **THIRD FLOOR**
Scale: 1:128
3 BACH. FLOR. - 434 SQ.FT.
8 - ONE BEDROOM - 673 SQ.FT.
1 - ONE BEDROOM - 674 SQ.FT.

THIRD FLOOR PLAN

3 TAIT ST.



1 **SECOND FLOOR**
Scale: 1:128
3 BACH. FLOR. - 434 SQ.FT.
3 - ONE BEDROOM - 673 SQ.FT.
1 - ONE BEDROOM - 674 SQ.FT.
5 - 2 STOREY TOWNHOUSE - 1246 SQ.FT.

SECOND FLOOR PLAN

3 TAIT ST.



1 **FOURTH FLOOR**
Scale: 1:128
3 BACHELOR - 431 SQ.FT.
8 - ONE BEDROOM - 573 SQ.FT.
1 - ONE BEDROOM - 674 SQ.FT.

FOURTH FLOOR PLAN
3 TAIT ST.

Renderings:



3D VIEW
3 TAIT ST.



3D VIEW
3 TAIT ST.



3D VIEW
3 TAIT ST.



3D VIEW
3 TAIT ST.



3D VIEW
3 TAIT ST.



CROSS SECTION
3 TAIT ST.

Elevation Drawings:



ELEVATION 1



ELEVATION 2

Attachment #5: District Comments



May 2, 2025

Madalene Albano, Senior Planner
Town of Huntsville
madalene.albano@huntsville.ca

VIA EMAIL ONLY

Re: Community Planning Permit Application CPP-42-25-HTE (3 Tait Street Inc.)
3 Tait Street
Part Lot 10 Concession 1, Chaffey, Town of Huntsville

Recommendation

District staff would recommend a decision on the above noted application be deferred pending the completion of an update to the traffic brief to address site lines and stopping sight distance on the corner of Main Street West and Tait Street as well as any required improvements or modifications to the Muskoka Road 3 and Tait Street intersection necessary to ensure safe motor vehicle and pedestrian movement to the satisfaction of Town of Huntsville and The District Municipality of Muskoka.

Notice of 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 application is to construct a four-storey, 42-unit multi-residential apartment building on the lot. Relief is being requested to reduce the minimum required front yard setback to the building and attached balconies, reduce the minimum required exterior side yard setback for the building and attached balconies, increase the maximum permitted height, reduce the minimum required number of parking spaces, reduce the minimum required landscape buffer abutting a parking lot along the rear lot line and exterior side lot line, increase the maximum permitted density and reduce the minimum required setback for a loading space abutting a residential precinct.

From an Engineering and Public Works (EPW) perspective, given the scale of the proposed development, a Traffic Impact Brief (TIB), prepared by JD Northcote Engineering Inc., dated January 29th, 2025, was submitted in support of the proposal. The study concludes that the proposed development will not cause any operation issues and will not add significant delays or congestion to the local road network. A review by District Engineering and Public Works staff identifies concerns with increased traffic volumes, site lines and stopping sight distance on the corner of Main Street West (Muskoka Road 3) and Tait Street. Accordingly, District staff recommend that the application be deferred until such time as an update to the traffic impact brief is provided

to address the identified concerns to the satisfaction of the Town of Huntsville and District Municipality of Muskoka. A peer review of the traffic impact brief may also be required.

In addition, 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. 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. EPW staff also noted that the disposal of solid waste will be the responsibility of the owner.

Lastly, a review of the species occurrence data provided by the Natural Heritage Information Centre (NHIC), has confirmed that the subject property may contain species at risk and/or their habitat. Any site alteration or development must be undertaken in accordance with Provincial and Federal requirements for the protection of species at risk (i.e. avoidance or through issuance of an Overall Benefit Permit under Section 17 of the Endangered Species Act).

Kind Regards,



Rochelle Jeffries
Planner

Attachment #6: CN Comments

Trish Wright

From: Madalene Albano
Sent: Wednesday, May 7, 2025 10:17 AM
To: Trish Wright
Subject: FW: 2025-04-24_CN Comments_Huntsville Planning Application - CPP/42/2025 - 3 Tait Street
Attachments: CPP42 - Class 3 - Notice for Public Comment.pdf; CPP42 - Site Plan.pdf

Categories: Madalene Albano

FYI

Madalene Albano | Senior Planner
(705) 789-1751 ext 2409
www.huntsville.ca

From: Alexandre Thibault <Alexandre.Thibault@cn.ca> **On Behalf Of** Proximity
Sent: Thursday, April 24, 2025 2:32 PM
To: Madalene Albano <Madalene.Albano@huntsville.ca>
Subject: 2025-04-24_CN Comments_Huntsville Planning Application - CPP/42/2025 - 3 Tait Street

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

Hello Madalene,

Thank you for consulting CN on the application mentioned in subject. It is noted that the subject site is within 300 meters of CN's Main Line. CN has concerns of developing/densifying residential uses in proximity to railway operations. Development of sensitive uses in proximity to railway operations cultivates an environment in which land use incompatibility issues are exacerbated. The [Guidelines for New Development in Proximity to Railway Operations](#) reinforce the safety and well-being of any existing and future occupants of the area. Please refer to these guidelines for the development of sensitive uses in proximity to railway operations. These policies have been developed by the Railway Association of Canada and the Federation of Canadian Municipalities. CN encourages the municipality to pursue the implementation of the following criteria as conditions of an eventual project approval:

- The Owner shall engage a consultant to undertake an analysis of noise. Subject to the review of the noise report, the Railway may consider other measures recommended by an approved Noise Consultant.
- Ground-borne vibration transmission to be evaluated in a report through site testing to determine if dwellings within 75 metres of the railway rights-of-way will be impacted by vibration conditions in excess of 0.14 mm/sec RMS between 4 Hz and 200 Hz. The monitoring system should be capable of measuring frequencies between 4 Hz and 200 Hz, ± 3 dB with an RMS averaging time constant of 1 second. If in excess, isolation measures will be required to ensure living areas do not exceed 0.14 mm/sec RMS on and above the first floor of the dwelling.

- The following clause should be inserted in all development agreements, offers to purchase, and agreements of Purchase and Sale or Lease of each dwelling unit within 300m of the railway right-of-way:

“Warning: Canadian National Railway Company or its assigns or successors in interest has or have a right-of-way within 300 metres from the land the subject hereof. There may be alterations to or expansions of the railway facilities on such rights-of-way in the future including the possibility that the railway or its assigns or successors as aforesaid may expand its operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwelling(s). CNR will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid rights-of-way.”

- The Owner shall through restrictive covenants to be registered on title and all agreements of purchase and sale or lease provide notice to the public that the noise and vibration isolation measures implemented are not to be tampered with or altered and further that the Owner shall have sole responsibility for and shall maintain these measures to the satisfaction of CN.
- The Owner shall enter into an Agreement with CN stipulating how CN's concerns will be resolved and will pay CN's reasonable costs in preparing and negotiating the agreement.
- The Owner shall be required to grant CN an environmental easement for operational noise and vibration emissions, registered against the subject property in favour of CN.

CN anticipates the opportunity to review a noise and vibration study taking into consideration the [Guidelines for New Development in Proximity to Railway Operations](#) developed by the Federation of Canadians Municipalities and the Railway Association of Canada.

We request that CN rail and the proximity@cn.ca email be circulated on any and all public notices and notice of decisions with respect to this and future land use planning applications with respect to the subject site.

Thank you and do not hesitate to contact us with any questions.

Best regards ,



CN Proximity

E: proximity@cn.ca

[What's New at CN](#) | [Quoi de neuf au CN](#)

From: Madalene Albano <Madalene.Albano@huntsville.ca>

Sent: Thursday, April 24, 2025 11:41 AM

To: Proximity <proximity@cn.ca>

Subject: Public Circulation - Huntsville Planning Application - CPP/42/2025 - 3 Tait Street

CAUTION: This email originated from outside CN: DO NOT click links or open attachments unless you recognize the sender AND KNOW the content is safe.

AVERTISSEMENT : ce courriel provient d'une source externe au CN : NE CLIQUEZ SUR AUCUN lien ou pièce jointe à moins de reconnaître l'expéditeur et d'

Good Morning,

I hope this email finds you well.

We are reaching out to see if CN has any comments for an application that has been submitted for the property at 3 Tait Street due to the proximity to the CN Railway.

The application proposes to construct a 42-unit apartment building on the lands.

I have attached the notice and sketch for your review. Additional materials for the application have been included on our website under the Planning Notices page.

Please let me know if you have any additional questions.

Kind Regards,

Madalene Albano, B.URPI | Senior Planner
Town of Huntsville | Town Hall | 37 Main Street East
(705) 789-1751 ext 2409 | 1-888-696-4255 ext 2409
www.huntsville.ca

Please consider the environment before printing this email.

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Attachment #7: Letters of Concern and Objection

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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Town of Huntsville Planning Dept & Planning Council Members

We, Ronald & Sharon Freund of [REDACTED] own a lot abutting the 3 Tait St. property.

This letter is to voice our objection to the proposed development application #CPP/42/2025/HTE, as the planned structure is too large for said property area and we have listed our reasonings below.

- Proposed # of units is only possible with significant increases to both density and height limits currently allowed.
- Proposed parking plan is only possible with all the requested decreases in # of parking spaces, setbacks, clearances and buffer zone than currently required.
- No on site provision for emergency, service or tenant small-item delivery vehicles, other than visitor parking. It is believed at least 1 of the proposed visitor spaces will be designated as accessible only.
- Requested decrease to required number of parking spaces is based primarily on parking survey conducted for a 2 week period in early December @ 3 similar properties. Parking counts were only partial day or spot counts.
- The 2 properties with 42 units or more, consistently recorded evening & midnight parking demand in range of 1 space/unit.
- No counts conducted during summer months or on Holiday weekend or during a community event are included in the parking survey data. Property owner cannot control guest parking demand.
- Majority of proposed units are fully accessible, but no indication of provision for parking outdoor electric scooters for the mobility challenged.
- Impact of On-street parking to traffic flow & safety was not addressed in Traffic study. It is doubtful signage would deter On-street parking from occurring.
- Organic waste separation/removal is not indicated in the proposal.
- Snow removal storage areas are compromised by ramp to underground garage & surface parking.
- Stormwater management for roof drains & pavement areas is vague.

Please consider these items prior to making a decision regarding this Class 3 application.

Yours, Ronald Freund

To: Town of Huntsville Planning Department

I am writing to share my strong concerns about the proposed development of a 42-unit apartment building in our neighbourhood. While I support responsible and thoughtful growth, the size and nature of this project raise serious issues related to traffic, parking, overcrowding, and how it may change the overall feel of our community.

Traffic and Safety Concerns

Traffic in this area is already a problem, especially at the Main St. and Tait St. intersection, where turning left is often unsafe. Adding 42 more homes would put even more cars on roads that aren't built to handle that many vehicles, leading to more traffic and safety problems.

Not Enough Parking

The plan includes just 44 parking spaces for 42 units, which isn't enough. Most households today have more than one vehicle, especially in areas like ours where there's little to no public transportation. Without enough parking on the property, people will be forced to park on nearby streets, many of which are already narrow and busy. This could lead to more parking issues, make it harder to see at corners, and complicate snow removal in the winter. It's also concerning that there's no dedicated visitor parking. Things like having guests, service workers, or caregivers over seem to have been overlooked. During the busy summer season, when parking is already stretched, this would be an even bigger problem.

Building Height and Zoning Rules

The proposed building would be much taller than what's currently allowed—going from a maximum of 11 metres to 16.9 metres, which is more than a 50% increase. Our neighbourhood mostly consists of low-rise homes and small shops, creating a consistent, small-scale look and feel. A building this size would stand out in an overwhelming way, block views, and disrupt the appearance of the area. It goes against the local zoning rules meant to keep growth in line with the existing community, and it's likely to face strong opposition from local residents.

Too Much Density

The plan would also increase the housing density from the current limit of 60 units per hectare to 169 units per hectare—nearly three times more than allowed. This kind of overcrowding doesn't match the capacity of the area's roads, services, or infrastructure. Based on existing zoning, only 15 units should be allowed on this site.

Reduced Setbacks and Buffers

Besides the building height, the developer is also asking to reduce the required distances between the building and the property lines (setbacks), including the front, side, and rear yards. For example, the front yard setback would be reduced from 7 metres to 6 metres (and even 4.6 metres for balconies), and the side yard would go from 3 metres to 2.4 metres (1.55 metres for balconies). These changes would push the building much closer to neighbouring homes and the street, making the space feel cramped and less open.

These zoning rules are in place to protect privacy, allow for maintenance, and ensure there's enough space between buildings. Removing these buffers can lead to more noise, light pollution, and less privacy for nearby residents. Balconies that extend into these smaller setbacks are

especially concerning for neighbours' privacy. Also, the plan doesn't include a proper landscaped buffer between the rear parking lot and the homes behind it, which would normally help reduce noise and create a softer, more pleasant view.

Affordability Concerns

Although the project is being promoted as offering “affordable” rentals, many residents are worried the rents will still be too high for those who actually need them. Long-time members of our community, many of whom are already struggling with rising living costs, may not benefit at all. The term “affordable” doesn't always mean accessible to the people who need it most.

Conclusion

For all these reasons, I respectfully ask the committee to reconsider the size and details of this development. Growth should be handled in a way that fits the existing neighbourhood, respects infrastructure limits, and supports long-term community well-being. The proposed changes to zoning—especially around height, density, and setbacks—would greatly change the feel and function of our neighbourhood.

Thank you for your time and for continuing to listen to the concerns of residents.

Sincerely,

Katarzyna Juszczak

Resident and Owner of

████████████████████

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: Diana Kato [REDACTED]
Sent: Saturday, May 3, 2025 2:15 PM
To: Madalene Albano <Madalene.Albano@huntsville.ca>
Subject: 3 Tait St. Huntsville multi unit proposal

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

Dear Madalene Albano,

I am writing today as a full time resident and property owner of many years, in the neighbourhood of 3 Tait St. Huntsville. I am retired from my job at local nursing home but I am still self employed as a landlord at a triplex where I also live. I walk by 3 Tait St every day with my dog and know residents of the immediate area, so that is how I am aware of what's proposed for this lot. (Saw the sign and talked to neighbours)

As a landlord I know of the need for more rental for all demographics especially lower income. As all Huntsville residents I am very aware of current shifts in development to try to address that and I think overall that is a good thing.

My experience tells me that the future tenants of these projects want a real 'home' whether temporary or long term. So property development needs to consider all the future problems of years after it's built, for the sake of the tenants, the landlord and the neighbourhood that supports it.

When I look at the billboard and look at the lot, 42 units does not seem to reasonably consider that, especially when the developer is asking for variances that allow for that many. Crowding the tenants of the proposed building and crowding the neighbours is asking for trouble in my opinion.

Crowding people in with no significant green space for all the units is also a future problem I think. Potentially 42 units is 84 plus persons and pets. Just trying to envision that many living on that corner is asking for trouble too I think.

In Huntsville we don't have efficiently available public transit to work with a job schedule. People have to drive cars here if you are working. Couples potentially have 2 vehicles. So that is potentially 84 cars moving around that corner.

Sidewalks are not maintained on that side and sidewalk maintenance even on the north side is not predictable. So walking to work year round is not really an option. Walking pets around there with more traffic and no sidewalks is a potential problem.

In conclusion I think building multi residential there is good but 42 units is too much. I'm not in agreement with granting variances to accommodate that number of rentals in my neighbourhood.

Yours truly,
Diana Kato

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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

Hello,

I am writing to object to the permit application at 3 Tait Street.

- The development proposals in this small area of town continue to grow. 3 Tait street has planned for 42 units along with 152 units as part of other developments (*21 units at 48 W. Elliott Street, 55 units at 31 Kitchen Rd S, 62 units at Hunter's Bay Condos, 14 units at E. Elliott Street*). Residents will be boxed in with construction, noise, dirt and debris on all corners (see below). Consider allowing for developments in less densely populated areas and/or areas with less proposals/construction already in place.

Figure 4 – Adjacent Development Locations



- Survey feedback listed in the Traffic Brief cites the majority of data collection was done in late 2023. Since then the town has grown. Additionally, data was collected in December 2023 and December 2024 only. Is one month out of each year expected to provide an accurate average? It goes without saying that traffic activity in town during the months of June or September far exceeds December. The summary cites an estimated 17 AM and 21 PM new peak hour vehicle trips. Capturing data in the month of December is not an accurate summary and should not be considered valid data.
- Consider the additional traffic/population increase that will be in place should these other development proposals (as seen in blue in the photo) move ahead within this small area.

I moved to Huntsville 2+ years ago from Toronto to experience and enjoy the lifestyle and opportunities that a small town in Ontario can provide.

As a homeowner in the area, the amount of development proposals is greatly concerning to my family and fellow neighbours.

Please reject this proposal at 3 Tait Street and look at developing less densely populated areas in Huntsville. The scale and scope being considered in this section of town is untenable.

Thank you very much for your consideration.

Kind regards,

Brenda Li

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: Betty Petalik [REDACTED]
Sent: Monday, May 5, 2025 8:54 AM
To: Madalene Albano <Madalene.Albano@huntsville.ca>
Subject: CPP/42/2025/HTE 3 TAIT STREET-42-UNIT APARTMENT BUILDING

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GOOD MORNING MADALENE ALBANO,

I RESIDE AT [REDACTED] WHICH IS ADJACENT TO THE PROPOSED APARTMENT BUILDING, MY PROPERTY WILL HAVE THE APARTMENTS OUTDOOR PARKING FROM THE ENTRANCE TO THE END OF MY SIDE YARD. I AM VERY CONCERN AS MY PROPERTY IS FLAT AND THE PROPOSED OUTDOOR PARKING WILL BE BELOW MY MY PROPERTY. CURRENTLY ADJACENT TO MY FENCE ARE TREES AND THEY WILL REMOVED. ONCE REMOVED, WHAT TYPE OF RETAINNG WALL, OTHER STRUCTURE WILL BE USED TO PROTECT MY PRIVACY.

THANK YOU
ELIZABETH PETALIK
[REDACTED]

Madalene Albano

From: Ron Rogers [REDACTED]
Sent: Wednesday, May 7, 2025 8:50 AM
To: Madalene Albano
Subject: Re: Building Proposal Tate St

Categories: CPP Classes

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Thank you Madalene. I don't know about the feasibility of this idea but I just thought I would throw this out there. Would it not be a good idea to use that lot as excess parking for Every Beach during long weekends, fishing derby's, firework displays, and even the Santa Claus parade since it is only a 10 min. walk to the downtown. As I said in my last email during these events there is a lack of parking and excess vehicles seek parking on the narrow side streets creating a possible problem for emergency vehicles. Anyway I just thought I would put that out there.
Thankyou again Madalene.

Ron Rogers
[REDACTED]

From: Madalene Albano <Madalene.Albano@huntsville.ca>
Sent: Tuesday, May 6, 2025 9:43 AM
To: Ron Rogers [REDACTED]
Subject: RE: Building Proposal Tate St

Hello Ron and Colleen,

Thank you for your comments. They will be included in our report package and available for Planning Council's review before the meeting.

Kind Regards,
Madalene Albano | Senior Planner
(705) 789-1751 ext 2409
www.huntsville.ca

From: Ron Rogers [REDACTED]
Sent: Tuesday, May 6, 2025 10:39 AM
To: Madalene Albano <Madalene.Albano@huntsville.ca>
Subject: Building Proposal Tate St

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

Hello. This email is in regard to the proposal to build a new building at the corner of Main St W. and Tate St. The proposal asks for a building 16 meters high with 42 units.

I have lived at [REDACTED] for the past eight years after moving from Toronto where I lived since childbirth. Living in Huntsville I have experienced and enjoyed the peacefulness, quietness and lack of traffic congestion on our streets. I watch my neighbours walk by and children riding their bikes and having fun outside on our streets and I have the pleasure of the beautiful sunsets setting across that lot on Tate St.

I realize that something will be built on that lot and that we do need more rental space in Huntsville and that change is inevitable, but to build a building four stories, 16 meters high would look so out of place in this older smaller house neighbourhood. And many residents would lose their views of the Bay and sunset. But what really concerns me is that there are only 44 parking spots for 42 units. 16 underground spaces and 28 above ground spaces which includes visitor parking. These spaces are not enough to accommodate 42 units. The builder suggested that because we have a transit system that not all units will have cars. As much as we all love having our transit I think we can all agree it is not something that most working families can rely on to get to work and home everyday as well as grocery shopping. I believe that many units will have 2 vehicles, and these people will have guests, some from out of town. Our streets are narrow and illegally parked cars may impede our emergency vehicles, garbage truck, delivery trucks and more. Many of our streets in the west end neighbourhood do not have side walks, and with illegally parked cars pedestrians and children will have to be in the middle of the street. And don't believe for a second the illegal parking won't happen and frequently. No parking signs and ticketing will not solve this problem. If a unit in this building has a guest from out of town and there is no legal parking spot for them do you think they are going to turn around and not visit. No they will park illegally. And it will happen during the winter and the snowplows will not be able to do their jobs.

During the summer months during long weekends and fishing tournaments Irene St and Tate St are lined with cars, trucks, and trailers because of lack of parking at Every Beach. When this happens I am unable to get my boat and trailer out of my driveway because of the narrow road and illegally parked vehicles. The addition of 42 units in this area would make long weekends extremely difficult. I believe that traffic lights would also be necessary at the intersection of Main St and Tate St which is already difficult to make a left turn because of blind corner with east bound vehicles. If there's no traffic lights there will be accidents.

I have to wonder why they are applying for a four story building when there is clearly not enough parking spots. When a building is built a designated entrance and exit route should be made for dump trucks etc. Also is it going to be blasting? And are our emergency vehicles capable of accessing working on a building that size?

Anyhow, thank you for reading my opinion and we as an older long time community of Huntsville hope that you reject this application.

Yours Truly

Ron Rogers & Colleen Rose

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: j.spires j.spires [REDACTED]
Sent: Thursday, May 1, 2025 1:49 PM
To: Madalene Albano <Madalene.Albano@huntsville.ca>
Subject: Fwd: Community Meeting, April 29,2025 at Partner's Hall

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----- Original Message -----

From: [REDACTED]
To:
Sent: Thursday, May 1st 2025, 13:34

Subject: Community Meeting, April 29,2025 at Partner's Hall

After attending a gathering in Partner's Hall on April 29,2025, I have concerns re:

the proposal of a 4 Storey Apartment Building (42 units) at 3 Tait Street, in the Town of Huntsville.

In talking with the Huntsville Fire Department, they advise they could reach up to a 4 Storey Building
--- **only if** they could get close to the building.

I am concerned that the exit from Tait Street on to Main Street is cause for an accident as people travelling east on

Main Street fly around the bend on Main Street. In the winter the snow is piled up at the corner of Main

and Tait Streets and you need to be out in the middle of Main Street before you can see the oncoming traffic.

I am concerned with a "4 Storey Building" as this does not blend in with the "old residential" neighborhood.

Parking: they propose to provide 44 spaces for 42 units. Some residents may have 2 vehicles, (some none)

then they will park on Tait Street. There is a sidewalk on the west side of Tait Street and postal boxes for

the neighbors. I would like there to be "no parking" on the east side of Tait Street as this would mean people

would not be encroaching on a neighbors lawn.

Snow Removal: where do these 44 spaces move to when their space is being cleared?

If there is a great snowfall the local residents have trouble finding a place to put snow.

How fast can this property owner get snow removed from site?

I do not object to an Apartment Building on this site, however, I think the proposed is oversized.

June E. Spires

Property Owner

[REDACTED]

[REDACTED]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

From: Lois Swan [Redacted]
Sent: Wednesday, April 30, 2025 10:07 PM
To: Madalene Albano <Madalene.Albano@huntsville.ca>
Subject: Fwd: 3Tait St.

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

Sent from my iPad

Begin forwarded message:

From: Lois Swan [REDACTED]

Date: April 30, 2025 at 9:55:

Subject: 3Tait St.

Attention Madalene Albano

My name is Lois Swan. I live at [REDACTED]

I am writing regarding the proposed apartment building at 3 Tait St. I attended the information meeting at the town hall on Tuesday evening. As a result of this I and my neighbours have concerns.

I am distressed to hear of the height of the building and number of units being requested. It is way higher than any of the existing homes in this area and would overshadow the neighborhood. It is also on a raised area from the main st. Which would make it even higher. When exiting onto the main st. Turning left is dangerous with the sharp corner to the south and in winter with the snow banks it's treacherous. I would think the building might also affect the sight line and make it even more dangerous.

Secondly 42 units is way above the allotment for this property. More units , more vehicles. Parking will be an issue. Tait st.has an area for cars to access the neighborhood mailboxes but otherwise not for extra vehicle parking and I don't want vehicles parking on my lawn on the opposite side of the street.

Snow removal will be an issue as my neighbor and I struggle to find places to push the snow from our driveways. In a major snow event the apartment will have to truck away their snow and how quickly will that happen.

I do not believe the existing retaining wall on the main st. Will accommodate this buildings plan as it stands. The bylaws of Huntsville need to be respected. I am not against the building but I am regarding the height and number of units . Once variances are allowed there is no going back.

I have voiced my concerns to my ward councillor, Helena Renwick.

I would appreciate a written response to my letter. Sincerely Lois Swan

[REDACTED]

Sent from my iPad