



Town of Huntsville Staff Report

Meeting Date: February 11, 2026

To: Planning Council

Report Number: DEV-2026-10

Confidential: No

Author(s): Kelsea Shadlock, Senior Planner

Subject: CPPA/02/2026/HTE – Sanford Investment Corp. – 5 Hanes Road

Report Highlights

Staff review respecting Community Planning Permit By-law Amendment Application CPPA/02/2025/HTE.

Recommendation

For Information Only

Background

Purpose and Effect:

The applicant proposes to construct a five-storey, 2,620m² mixed-use building with 1,450m² of ground floor commercial space and 100 multiple dwelling residential units above. The residential units will be rental units and include sixteen (16) designated Affordable dwelling units. The Community Planning Permit By-law Amendment is required to change the precincts on the lot from an Urban Residential – Low Density (UR1) precinct and Urban Residential – Medium Density (UR2) precinct to Urban Residential – High Density with Exception (UR3-Exception) precinct to:

- Permit the following uses as additional permitted uses on the ground floor: Financial Establishment, Food Store, Retail Store, Personal Service Establishment, Service Establishment, Variety & Convenience Store, Health Services, Offices, Restaurant, Bar, Day Nursery, Educational Institution, Commercial Recreation Establishment and Place of Assembly;
- Increase the maximum permitted building height from 11m to 18.5m;
- Increase the maximum permitted residential density from 60 units per gross hectare to 83 units per gross hectare;
- Reduce the minimum aisle width requirement for double lane traffic from 6.7m to 6m;
- Reduce the minimum parking requirement for designated Affordable dwelling units from 0.75 spaces per dwelling unit plus 1 space for every 5 units for visitors (16 spaces) to 0.5 spaces per dwelling unit and no additional visitor spaces (8 spaces);

- Reduce the minimum required parking requirement for permitted ground floor commercial uses from 1 space per 25m² of Gross Floor Area (58 spaces) to 1 space per 20m² of Gross Floor Area (49 spaces);
- Permit a loading space to be located within the building, outside the rear or side yard; and
- Reduce the minimum number of parking spaces required to have a minimum width of 3m from 20% (32 spaces) to 0% (0 spaces).

Site Characteristics and Surrounding Uses:

The subject lands have an approximate area of 1.2ha with 121m of frontage on Hanes Road, 170m of frontage on Shay Road, and 93m of frontage along Highway 60. The subject lands are vacant and contain a remnant segment of the Shay Road allowance that was acquired from the MTO on September 5, 2024, following its closure. Along the closed road allowance's western boundary and east towards Highway 60, the lands contain natural groundcover including trees and brush. Some sparse vegetation remains abutting Hanes Road but the majority of the property is cleared.

Location: Part of Lot 15, Concession 2; Former Geographic Township of Chaffey; Part 9 and Part 11 on Plan 35R-26913; Parts 12 and 13 on Plan 35R-26913; As in DM45360; Part 4 on Plan 35R-2646 & Part 3 on Plan 35R-14368; Town of Huntsville; The District Municipality of Muskoka

Previous/Current Files: OPA/10/2014/HTE, ZBA/10/2014, B/12-15/2014/HTE, B/24-26/2022/HTE

Natural Constraints: None

Human Constraints: None

Official Plan: Huntsville Urban Settlement Area - Residential

Precinct: Urban Residential – Low Density (UR1) precinct, Urban Residential – Medium Density (UR2)

Access: Year Round Maintained Municipal Local Road (Shay Road), Year Round Maintained Municipal Arterial Road (Hanes Road), Provincial Highway (Hwy 60)

Servicing: Municipal Piped Water and Sewer Systems

OSRA Status: N/A

Technical Background Report(s):

- Cover Letter prepared by Nortterra Development Group Inc., dated January 12th, 2025
- Survey prepared by Robert M. McDERMOTT Surveying Limited Ontario Land Surveyors, dated September 14th, 2022
- Transportation Impact Study prepared by JD Northcote Engineering Inc., dated January 12, 2025
- Functional Servicing and Storm Water Management Report prepared by Pinestone Engineering LTD, dated January 9th, 2025
- Tree Inventory & Preservation Plan Report prepared by Kuntz Forestry Consulting Inc., dated January 9th, 2025
- Tree Inventory & Preservation Plan prepared by Kuntz Forestry Consulting Inc., dated January 9th, 2025
- Planning Justification Report prepared by The Planning Partnership, dated January 9th, 2025
- Landscape Visual Impact Study prepared by The Planning Partnership, dated January 9th, 2025
- Site Plan and Elevation Drawings prepared by Spencer Douglas Planning and Design, dated January 9th, 2025
- Concept Landscape Plan prepared by Spencer Douglas Planning and Design, dated January 9th, 2025
- Exterior Concept Visual Board prepared by Spencer Douglas Planning and Design, dated January 6th, 2025

Discussion

Town of Huntsville Community Planning Permit By-law

The subject lands are within the Urban Residential - Low Density (UR1) precinct and Urban Residential - Medium Density (UR2) of the Community Planning Permit By-law 2022-97, as amended (the "CPPBL"). The UR1 precinct is on the west side of the property and UR2 precinct is on the east side of the property.

The previous zoning of the Subject Lands reflected the approvals for the former Eagle Ridge development and the associated Special Policy Area established in 2014 (OPA/10/2014/HTE, ZBA/10/2014). Because these approvals predated the Shay Road realignment and the disposal of the closed road allowance, the eastern portion of the lands was excluded from the Eagle Ridge development and remained Rural Residential. The western portion was rezoned Residential Four Holding (R4-H), permitting higher-density residential uses. With the adoption of the CPPBL, these areas were redesignated as UR1 and UR2, respectively.

Town staff have acknowledged a technical mapping error whereby the eastern UR2 portion of the property should be reclassified as Urban Residential – High Density (UR3) to correspond with the previous R4-H zoning. This correction can be addressed through a technical mapping update; however, the remainder of the property remains designated UR1. The UR1 Precinct permits only low-density residential uses, including duplex, semi-detached, and single-detached dwellings. Therefore, to permit a five-storey mixed-use building with ground-floor commercial space and one hundred (100) multiple dwelling units above, a Community Planning Permit By-law Amendment is required to authorize the proposed uses and associated relief.

The specific use of the ground-floor commercial area has not yet been confirmed; however, the applicant has requested permission for fourteen (14) commercial uses. Several of these uses such as a financial establishment, retail store, personal service establishment, service establishment, variety and convenience store, health services, and offices are already discretionary uses within the UR3 Precinct but are not permitted as-of-right. A site-specific exception is therefore proposed to allow the requested additional commercial uses as-of-right.

The UR3 Precinct permits multiple dwelling buildings but limits density to sixty (60) units per gross hectare, consistent with the growth management policies of the Huntsville Official Plan ("HOP"). The proposed development achieves eighty-three (83) units per gross hectare, exceeding the permitted maximum by eleven (11) units. The proposal also requests an increase to the maximum permitted height from 11m (three storeys) to 18.5m (five storeys). Height limits are intended to minimize visual and neighbourhood impacts and preserve Huntsville's natural character and views.

The CPPBL permits increased height and density where proposals align with the HOP, are compatible with surrounding development, and provide community benefits proportional to the additional height and density. Eligible community benefits include affordable housing; sustainable design and energy/water efficiency; cultural or institutional space; public art; transit improvements; public parking; lands for municipal purposes; enhanced parkland; and active transportation amenities. The proposed development offers sixteen (16) affordable rental units secured for a period of seven (7) years. These units will be integrated within the building and share equal access to all amenities, meeting the intent of the CPPBL's community benefits framework.

Relief is also requested from parking minimums. A total of 167 spaces are proposed, including nine (9) within the 14-metre Ministry of Transportation (MTO) setback, resulting in an effective supply of

158 spaces. Eighty-four (84) spaces are intended for market residential units, seventeen (17) for visitors, eight (8) for affordable units, and forty-nine (49) for ground-floor commercial uses.

Excluding the nine (9) spaces located within the MTO setback, the development is deficient by seventeen (17) spaces relative to the required 175 spaces. The proposal applies reduced parking rates permitted for rental buildings and affordable units, as approved through the Housing Action Plan. The applicant proposes further reductions to the affordable-unit parking requirement from 0.75 spaces per unit plus visitor parking (16 spaces total) to 0.5 spaces per unit with no visitor requirement (8 spaces). The CPPBL requires 20% of all parking spaces be 3m wide to accommodate larger vehicles; however, none of the proposed spaces meet this width requirement, outside of the five (5) designated accessible spaces provided. The application of parking rates for rental buildings and affordable units requires that an agreement be entered into with the Town. The applicant also proposes to avoid the requirement to commit to affordable and/or rental tenure in a registered development agreement for a twenty-five (25) year period. The development agreement must include terms addressing the ongoing operation of the building as a rental building and/or an affordable rental building. There is also a requirement to pay cash-in-lieu of parking at the multiple-dwelling rate of 1.25 spaces per dwelling unit if the building is converted to condominium ownership within this 25 year period. The building is intended to be rental tenure with sixteen (16) affordable units; however, the affordable units are only proposed for a seven (7) year term. As a result, an additional non-compliance issue may arise once the affordability period expires, which would need to be addressed through either cash-in-lieu of parking or a variation.

Additional technical relief is required to reduce the two-way drive aisle width from 6.7m to 6.0m. Although the 6.7-metre standard is outlined in the Huntsville Development Standard and aligns with the Ontario Building Code to support fire route requirements, the Building Department has confirmed that fire access will remain compliant at the reduced width. Relief is also required to permit a loading space outside the rear or side yard. While the CPPBL typically requires loading spaces to be located away from public view to maintain streetscape character, one (1) of the two (2) required loading spaces is internal to the building and will not create adverse impacts in its proposed location.

Supporting Documentation

Several supporting technical studies have been provided in support of the proposal and the requested reliefs. Summary of supporting documents have been detailed below.

The Site Plan and Elevation Drawings, prepared by Spencer Douglas Planning and Design, illustrate the detailed lot and building layout. The plan includes one hundred (100) rental units within the upper four storeys and 1,450m² of ground-floor commercial space. Each residential floor contains twenty-five (25) units, consisting of three (3) studio units, fifteen (15) one-bedroom units, and seven (7) two-bedroom units, resulting in a total of twelve (12) studio units, sixty (60) one-bedroom units, and twenty-eight (28) two-bedroom units. The plan shows site access from Hanes Road at the northwest corner and a second access from Shay Road at the southeast corner. A drive aisle connects the two streets through the property, with parking areas located on the north and south sides of the building. Pedestrian circulation is provided by a raised sidewalk around the building's perimeter, connecting to Shay Road near the southeast and southwest corners of the subject lands. A 200m² outdoor amenity area is proposed adjacent to the building and the west interior lot line, offering flexible programming opportunities for future commercial tenants, including the potential for a daycare. An additional 628m² outdoor amenity area is proposed adjacent to Highway 60 (east), within the 14m MTO building setback. As parking and amenities are shown in the MTO setback, the proposed layout of this portion of the property is contingent on MTO comments and may be subject to change.

A Landscape Visual Impact Study (LVIS) was prepared by The Planning Partnership to assess the visual and landscape impacts of the proposed development. Thirteen (13) viewpoints were reviewed to evaluate baseline conditions, proposed physical changes (with renderings), anticipated visual impacts, and recommended mitigation measures. The study concludes that the anticipated visual impacts will be minor from the identified viewpoints. The proposed development is significantly set back from property lines to reduce impacts on surrounding lands. The lot slopes downward from Hanes Road to Shay Road, positioning the development on the lower portion of the site. The existing forested area located on lands across Shay Road to the south, are within a Conservation (C) precinct, providing additional screening from many viewpoints. The LVIS also recommends several building design and landscape mitigation measures to further reduce potential impacts, including the use of natural materials and muted colours and the retention of existing vegetation around the site's perimeter. The study was reviewed by staff and many of the impacts have been mitigated in the lot configuration; however, the recommendations will need to be implemented through the Community Planning Permit.

A Tree Inventory & Preservation Report and Plan were prepared by Kuntz Forestry Consulting Inc. The Report includes an inventory of deciduous trees greater than 6 cm in diameter at breast height (DBH) and coniferous trees greater than 2m in height located on the subject property, within 6m of the property boundaries, and within the surrounding road right-of-way. The Report also evaluates the development plans to determine which trees can be retained. The inventory documented sixty-seven (67) individual trees and four (4) tree polygons. To accommodate the proposed development, the removal of thirty (30) individual trees and two (2) polygons will be required. The remaining thirty-six (36) trees and two (2) polygons can be preserved with appropriate tree-protection measures. Tree-protection fencing must be installed as shown on the plan, and all construction activity must be prohibited within designated Tree Protection Zones. Any required pruning must be completed by a qualified arborist in accordance with accepted arboricultural standards. Special mitigation measures apply to select trees, and a certified arborist or registered professional forester should conduct inspections before, during, and after construction to ensure proper protection and address any damage. Staff reviewed the report and plan, and requested further consideration of additional tree retention where landscaped buffers are required around the perimeter of the property. The existing mature vegetation would help mitigate visual impacts and maintain natural character on the property. This should be further assessed in the site design, and vegetation retention can be implemented through the CPP.

A Transportation Impact Study (TIS) was prepared by JD Northcote Engineering Inc. The study included traffic counts at six (6) study intersections and an analysis using total (2028, 2033, and 2038) traffic volumes with the proposed development, and the author concluded that no roadway improvements are necessary. The TIS also reviewed the proposed access points from Hanes Road and Shay Road, concluding that both accesses would operate efficiently as full-movement intersections with one-way stop control. Parking supply was assessed using case studies from Barrie, Midland, and Bracebridge, and the author concluded that 158 spaces were appropriate for the anticipated demand. Overall, the TIS found that the proposed development will not create operational issues or contribute to significant delay or congestion in the local road network. Operations staff have reviewed the study and identified issues related to the seasonal adjustment factor used for traffic counts at the Ott Drive/Shay Road intersection, the need to further consider a right-in/right-out configuration for the northbound access, the absence of a dedicated assessment of pedestrian safety or connectivity within the study area, and other required technical revisions. These comments have been provided to the applicant for review and revision and should be updated prior to a decision. The TIS has also been provided to the MTO for review; comments have not yet been received.

A Functional Servicing and Stormwater Management Report, prepared by Pinestone Engineering Ltd., confirmed that the proposed development can be serviced using existing municipal infrastructure, subject to capacity verification by the District Municipality of Muskoka. The proposed stormwater management strategy maintains existing drainage patterns, with rooftop and paved-area runoff captured by catch basins, treated through a hydrodynamic separator, and discharged to the Shay Road ditch. Controlled surface ponding and storm sewer storage will attenuate peak flows to pre-development levels. Sanitary flows will connect to the existing 200mm PVC sewer on Shay Road, pending confirmation that the system can accommodate a design flow of 5.75 L/s. Water service will connect to the existing 300mm watermain on Hanes Road, also subject to confirmation of pressure and flow. The report concludes that stormwater quality can be managed through a treatment-train approach, runoff to the MTO corridor will not increase, no downstream flooding impacts are anticipated, and standard erosion and sediment control measures can be implemented to protect adjacent properties during construction. The report has been provided to the MTO for review, and comments have not yet been received. Staff reviewed the report and some technical comments were provided by Operations. Provided appropriate revisions are made, the report recommendations can be implemented through a CPP.

Town of Huntsville Official Plan

The subject lands are designated “Residential” in the Huntsville Official Plan (HOP) and are located within the Huntsville Urban Settlement Area. According to the HOP, Huntsville's Urban Settlement Area is to be the focus of year-round residential and employment growth and accommodate most forms of development (C3.1.2). The character of this area is to be protected by ensuring permitted uses and densities result in compact development that is designed to respect and incorporate, where feasible, the physical, environmental, and cultural qualities that define Huntsville's Urban Area (C3.2.7).

The Urban Residential designation generally encourages intensification throughout the built-up area (C3.2.27) and permits high-density residential uses such as multiple dwellings (C3.3.1). The Official Plan identifies a minimum gross density of sixty (60) units per gross hectare for high-density residential development. The proposed development has a density of eighty-three (83) units per hectare, exceeding this minimum requirement. Part F, Section 1.4.13 of the HOP states that 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. Any increase in height or density must be consistent with the goals of the HOP, be compatible with the surrounding area, and provide a community benefit that relates appropriately to the scale of the increase. The applicant is proposing to construct a one-hundred (100)-unit purpose-built rental building, including sixteen (16) affordable units as a community benefit.

When considering medium- and high-density residential development, the HOP outlines criteria for assessing compatibility (C3.3.11). These include compatibility with existing land uses and the prevailing character of the surrounding residential area; maintaining a low or staggered building profile where adjacent to low-density areas; and providing buffering from any adjacent low-density residential uses through increased setbacks and/or significant vegetative plantings or retention, where warranted. Additional considerations include proximity to open space, degree of landscaping, transportation connections, and servicing availability.

In this instance, the proposed development is located in an area that is separated from existing low-density residential uses and is adjacent to commercial uses along Hanes Road. The lands are also not adjacent to any planned low-density residential areas. The proposal is close to Town amenities and major transportation corridors, including Hanes Road, Centre Street, and Highway 60. Two outdoor amenity areas are proposed on the west and east sides of the building, with significant

landscaping and pedestrian infrastructure incorporated into the site design. However, the feasibility of the eastern amenity area, located within the 14m MTO setback, will depend on comments from the MTO. The elements of the lot layout that are in proximity to MTO lands are subject to their review, policies, and approval.

Section C3.2.10 of the HOP includes character-related policies intended to protect views, vistas, and the natural appearance of prominent heights of land within the Urban Residential designation. These policies require that development preserve key sightlines, maintain natural vegetation on skylines and ridgelines, and retain the natural character of prominent landforms wherever possible. Given that the subject lands are situated on a prominent height of land, additional consideration is required to ensure that the proposed development will not negatively impact these protected visual character features. The LVIS, prepared by The Planning Partnership, concludes that anticipated visual impacts will be minor, noting that the building's siting on the lower portion of the sloped lot reduces its visibility from surrounding areas. With the incorporation of the mitigation measures identified in the LVIS, including retention of existing perimeter vegetation, the use of natural materials and muted colours, and taking advantage of existing screening provided by adjacent lands, the proposed development can be designed to limit visual prominence and protect key views and vistas.

Neighbourhood design policies in Section C3.3.13 of the HOP are intended to support community well-being, visual interest, and the cohesive integration of new development within its surroundings. These policies encourage a mix of housing densities, types, and styles; the use of natural site features; and the retention of native vegetation supplemented with naturalized landscaping. They also require that pedestrian sidewalks, walkways, and trails provide direct connections to parks and active transportation networks both within the development and to adjacent neighbourhoods.

In this instance, the proposal includes some native vegetation retention and a high degree of new landscaping. The submitted Landscaping Plan identifies large-calibre tree plantings within the landscape buffers, supported by additional shrub and groundcover plantings. While the Landscaping Plan is robust, staff note that further opportunities for tree retention within required landscape buffers should be explored to better maintain existing natural character and support the intent of the policy.

With respect to pedestrian connectivity, the development includes internal pedestrian paths; however, no external sidewalk connections are proposed to link the development with surrounding pedestrian infrastructure. Additionally, the Transportation Impact Study does not address pedestrian movement or safety despite the request for reduced parking standards, which heightens the importance of demonstrating appropriate non-automobile connectivity. These matters should be further reviewed to ensure the proposal aligns with the neighbourhood design and active transportation policies of Section C3.3.13.

Section E of the Official Plan provides policies for infrastructure supporting new and existing development. Where new development is proposed, access roads must have sufficient capacity to accommodate additional traffic, and a traffic study may be required where appropriate (E3.6.5). The Transportation Impact Study prepared by JD Northcote Engineering Inc. evaluated projected traffic conditions and concluded that no road upgrades are required. However, further review and revisions are necessary based on Operations comments, and comments from the MTO are still required.

According to Section E2.1.1 of the HOP, development within the Huntsville Urban Settlement Area is required to proceed on the basis of full municipal water and sewer services. The Functional Servicing Report (FSR) submitted in support of these applications evaluated the servicing needs of the proposed development and confirms that municipal water and wastewater connections are feasible. Sanitary flows from the development are proposed to connect to the existing 200mm PVC sanitary

sewer located on Shay Road, with the design flow estimated at 5.75 L/s. Final acceptance of this connection remains subject to the District's confirmation that sufficient downstream capacity exists. Water servicing is proposed from the existing 300mm watermain on Hanes Road, also subject to District confirmation that adequate pressure and flow can be maintained.

Policies in Section E1.1.3 of the HOP require stormwater management and construction-mitigation plans to be prepared in support of commercial, industrial, and multi-lot or multi-unit residential developments. To address this requirement, stormwater management matters were evaluated in the Functional Servicing and Stormwater Management Report prepared by Pinestone Engineering Ltd. The report concluded that stormwater quality can be managed using a treatment-train approach, runoff toward the MTO corridor will not increase, and downstream flooding impacts are not anticipated. Standard erosion and sediment control measures are expected to be sufficient to protect adjacent properties during construction. Town Operations staff provided comments on this report, which must be addressed at this time. The report has also been circulated to the MTO for review, and comments have not yet been received.

District of Muskoka Official Plan

The lands are included in the "Urban Centre" designation in the Muskoka Official Plan (MOP). District staff provided comments which are contained in Attachment #4 to this Report. District staff would not be opposed to approval of the application provided specific requirements are added to the site-specific exception. These include completion of a Functional Servicing Report by a qualified professional to the satisfaction of the District, hydraulic modelling and any necessary system improvements, confirmation of available water and wastewater capacity, and execution of an agreement for municipal services.

Town of Huntsville Urban Design Guidelines

There are no applicable Urban Design Guidelines.

Provincial Planning Statement

The 2024 Provincial Planning Statement applies to this proposal and indicates that Settlement Areas shall be the focus of growth and their vitality and regeneration shall be promoted (1.1.3.1). Land use patterns within Settlement Areas shall also be based on densities that efficiently use land and infrastructure and encourage intensification and compact form.

Next Steps

Comments have been provided to the applicant regarding requested updates to the Functional Servicing and Stormwater Management Report and Traffic Impact Study. Some matters as noted above still require attention at this time. Any MTO comments will also have to be incorporated into the studies, plans and design. Once all updated reports have been received, and issues raised in this report and by the public are addressed, staff will be in a position to provide a recommendation in relation to this application.

Options

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

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: District Comments](#)

Consultations

The application was circulated in accordance with the provisions of the Planning Act. No objections have been received.

The notice sign for the public meeting was posted along the Shay Road frontage. As Shay Road receives minimal traffic, staff advised that the sign should be relocated to the Hanes Road frontage; however, it was not moved. Staff therefore request that additional signage be placed on the property to clearly indicate that an application has been submitted, a public meeting held, and to outline opportunities for further public comment prior to Planning Council making a decision on this matter.

Respectfully Submitted: Kelsea Shadlock, Senior Planner

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

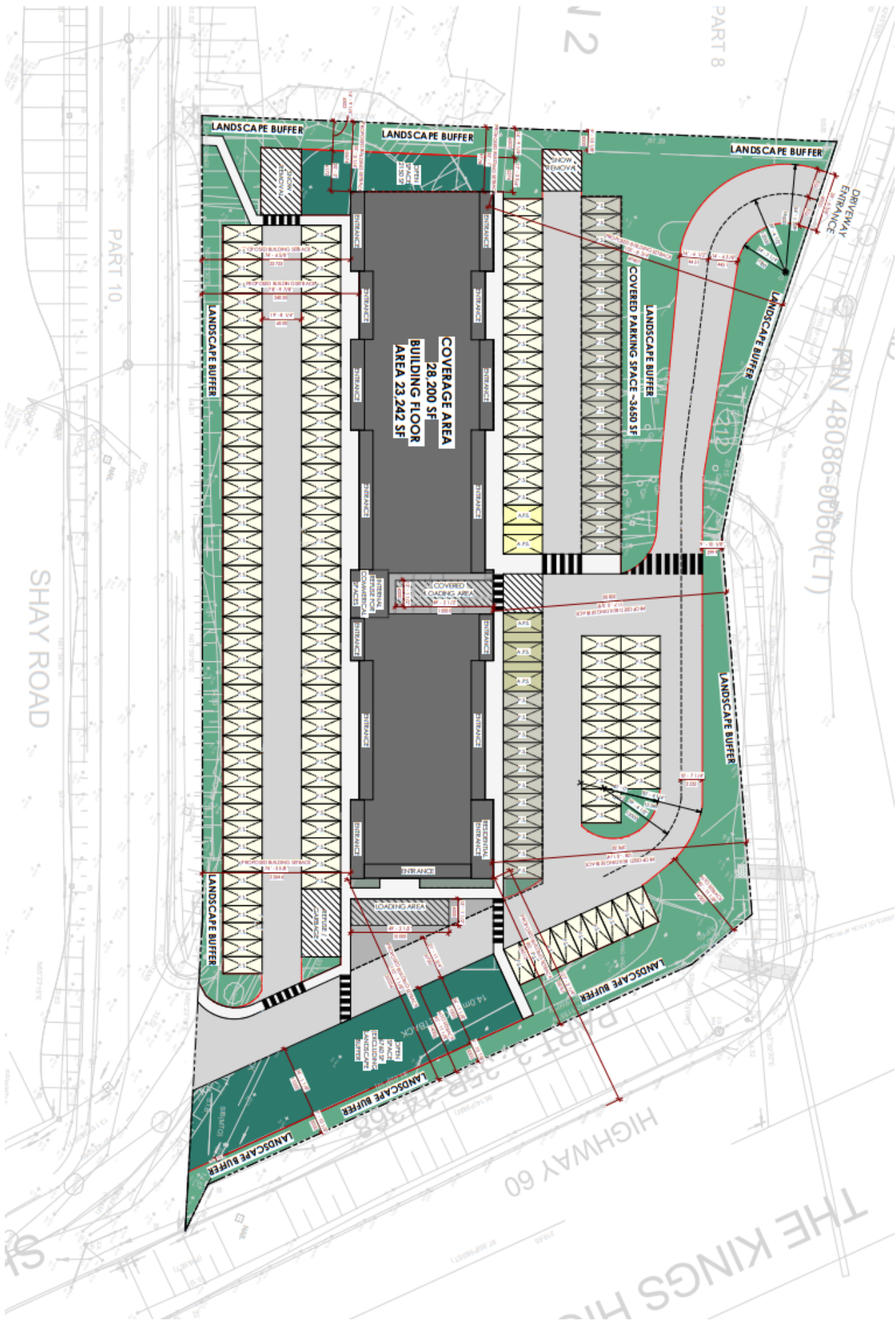
Director Approval: Kirstin Maxwell, Director of Development Services

CAO Approval: _____

Attachment #1: Location Map



Attachment #2: Sketch



Attachment #3: Site Photos

Photo #1: North-facing view of subject property and existing vegetation



Photo #2: North-facing view of former Shay Road allowance



Photo #3: West-facing view of frontage along Shay Road



Photo #4: North-facing view of subject property



Photo #5: North-facing view of subject property



Photo #6: South-facing view of former Shay Road allowance



Photo #7: South-facing view of existing vegetation along Hanes Road



Photo #8: East-facing view of frontage along Hanes Road





February 5, 2026

Kelsea Shadlock, Planner
Town of Huntsville

VIA EMAIL ONLY

Dear Kelsea:

Re: Community Planning Permit Application CPPA/02/2026/HTE (Sanford Investment Corp.)
5 Hanes Road
Part Lot 15, Concession 2, Part 9 and Part 11 on Plan 35R-26913; Parts 12 and 13 on Plan 35R-26913; As in DM45360; Part 4 on Plan 35R-2646 & Part 3 on Plan 35R-14368 Chaffey, Town of Huntsville

Recommendation

District staff would not be opposed to the approval of the above noted application provided that the community planning permit include the following exceptions:

- i. That a Functional Servicing Report (FSR) be completed by a qualified professional and submitted to the satisfaction of the District Municipality of Muskoka;
- ii. That hydraulic modelling be completed and that any required improvements be implemented to the satisfaction of the District Municipality of Muskoka;
- iii. Availability of water and sewer capacity be confirmed to the satisfaction of the District Municipality of Muskoka, and
- iv. That the lands be subject to an agreement with The District Municipality of Muskoka pursuant to Section 51(26) of the Planning Act, R.S.O. 1990, as amended, respecting the provision of municipal services.

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

Analysis

The subject property is located within the "Urban Centre" designation of the Muskoka Official Plan (MOP) with frontage on Hanes Road. It is our understanding that the purpose of the above noted Community Planning Permit By-law Amendment is to permit the construction of a five-storey mixed-use building with ground floor commercial space and one hundred (100) residential dwelling units above. The residential units would be rental units and include sixteen (16) designated Affordable dwelling units.

It is further our understanding that the Community Planning Permit By-law Amendment seeks to permit a Financial Establishment, Food Store, Retail Store, Personal Service Establishment, Service Establishment, Variety & Convenience Store, Health Services, Offices, Restaurant, Bar, Day Nursery, Educational Institution, Commercial Recreation

Establishment and Place of Assembly as additional permitted uses. Additionally, relief is being sought to increase the maximum permitted height of a multiple residential building from 11 metres to 18.5 metres and increase the maximum permitted residential density from 60 units per gross hectare to 83 units per gross hectare.

Furthermore, we understand that relief is being sought to reduce the minimum aisle width requirements for double lane traffic, reduce the minimum parking requirement for designated Affordable dwelling units, reduce the minimum required parking requirement for permitted ground floor commercial uses, permit a loading space to be located outside the rear or side yard, and reduce the minimum number of parking spaces required to have a minimum width of 3 metres.

In support of the proposed height increase, the applicant submitted a Landscape Visual Impact Study dated January 9, 2025. The study identifies a range of building design and site design mitigation measures—including site layout and building siting, building massing, landscaping, site grading, and architectural design—that will help screen the development and reduce its perceived visual impact, ensuring compatibility with the surrounding area and consistency with the intent of the Official Plan. Sections E3 and E7 of the Muskoka Official Plan support increased height and density as a means of facilitating affordable housing within multi residential buildings. Higher density development reduces per-unit land and construction costs, improves project feasibility, and allows land costs to be distributed across a greater number of residential units, creating economies of scale. This more efficient use of land and existing infrastructure enhances the financial capacity of multi-unit developments to deliver both required and voluntary affordable housing units.

District Engineering and Public Works (EPW) staff have advised that the property is within an urban servicing area and that a Functional Servicing Report (FSR) has been submitted in support of the proposal. Hydraulic Modelling of both water and sewer services is in progress to confirm availability of water and sewer capacity, and the results will need to be incorporate into the FSR should upgrades to the municipal system be required. The applicant should be advised that water and sewer capacity is not guaranteed until allocated through a connection permit or a servicing agreement from the District Municipality of Muskoka.

In order to address the above noted matters, District staff would recommend that the precinct include an exception to require the provision of municipal water and sewer services to the satisfaction of the District Municipality of Muskoka, including capacity allocation, as well as infrastructure upgrades if required as a result of the hydraulic modelling.

A Traffic Brief prepared by JD Northcote Engineering Inc., dated January 12, 2026, was submitted in support of the application and has been determined to be satisfactory by the District Engineering and Public Works Staff.

Finally, the applicant should also be advised that the collection and disposal of solid waste materials are governed by the District of Muskoka's By-law 98-59 and By-law 2025-4, as amended.

Yours truly,

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

Rochelle Jeffries
Planner