

# 95 & 97 Poyntz Street – Zoning By-law Amendment - File No. Z.A. 6/2021;

## Comment Response Matrix

<b>Town of Penetanguishene – Pre-Application Consultation Comments</b>		
<b>Comments</b>	<b>Innovative Planning Solutions Response</b>	
<b>1</b>	There was an expectation one house was to be constructed on each of the two properties.	<p>Current zoning would permit this, however Provincial, County and Town policy encourage intensification and a range of housing types with varying costs to a wider demographic, particularly in Primary Settlement Areas such as Penetanguishene and as proposed. Under current policy, 4 units could be developed on the subject lands (2 main dwellings each with 1 second suite) whereas the development proposes a total of 5 units while contributing to the range of housing types in the area in accordance with applicable Provincial and Municipal policy. The exterior design of the proposed building in terms of height, massing, scale, and exterior are intended to be consistent with the character of the area to ensure compatibility and integration. In this way the design of the building is proposed in a more traditional manner utilizing variations in height (step backs) and a peaked roof to blend with the area while maintaining required setbacks.</p> <p>As per the Towns Community Design Manual, building massing on a site should relate to those on neighbouring sites to create a coherent street including building setbacks. Multiple-unit residential developments may position buildings behind the front setback line, provided the increased setback area is designed to enhance the streetscape with increased landscaping and/or pedestrian amenities. This application has made efforts related to height and presents a building which is compatible in massing to its neighbours. The building is proposed to be two (2) storeys which is a compatible height to the contextual built form. The proposed apartment dwelling also provides significant step-backs on the second storey to further reduce its building mass. The proposed building setback also limits the impact of the building mass and provides for ample landscaping opportunities and amenity open space.</p>

		<p>The Community Design Manual also acknowledges that a combination of landscaping, compatible building massing, façade design and detailing are methods used to reduce negative impacts and transition between developments and neighbouring uses. The proposed apartment dwelling provides a well articulated façade punctuated by fenestration, entrances, and garage doors. This is an effort to ensure there are no blank facades and creates a front façade that is interesting and oriented to the public street. This is important as the Community Design Manual indicates that facades are intended to provide visual interest through a combination of windows, entrances, architectural details, projections, and recesses. As well, main entrances are intended to be visible from, and directly accessible from the street, and are to be oriented to relate to the street and public spaces. The proposed building achieves this and will be further implemented through site plan control.</p>
2	<p>There is a concern that the rental units will significantly change the character of the single-family owner-based community.</p>	<p>Planning policy encourages the provision of all tenures (and types) of housing, including rental housing understanding not everyone can afford, or desire home ownership. It is also noted the lands could be developed under current zoning and the dwellings rented as well; to that end the zoning bylaw does not require dwellings to be rented or owned. Notwithstanding this, the applicant intends to reside in one of the units and intends to secure long term tenants. The development offers to complement and contribute to the character of the community.</p>
	<p><b><i>Town of Penetanguishene – Public Meeting Council Comments</i></b></p>	
	<p><b><i>Council Comments</i></b></p>	<p><b><i>Innovative Planning Solutions Response</i></b></p>
1	<p>Concerns regarding development of site in light of topographic constraints.</p>	<p>The applicant understands the challenges with developing the site in consideration of the existing topography. The detailed design of the property will be addressed through a site plan application should the zoning be approved; to that end, and in light of the comment/concern raised, the applicant has retained an engineer (WMI and Associates) to initiate detailed design of the lands in order to better understand and</p>

		<p>demonstrate how the site could be developed. Through this process the applicants engineer has provided a conceptual site servicing and lot grading plan which incorporates the proposed building and associated features (front and rear yard parking, landscaping, setbacks etc.) and demonstrates how the site can be developed including the use of retaining walls to ensure grades are matched at property lines and stormwater is appropriately controlled. It is anticipated that through detailed design Town staff approval will be required prior to development proceeding. The application before Council for consideration relates to the use of the land for the proposed 5 unit apartment. It is noted that development of the site would be similarly challenging for the development of 2 single detached dwellings however it has been conceptually demonstrated that development can be achieved in accordance with good engineering design.</p> <p>Furthermore, the parking lot proposed for Shanahan Road, via a single driveway access is a preferred style of parking to suit the site-specific steep slope conditions, as it will utilize the existing driveway and will minimize additional cuts &amp; fills into the steep slopes adjacent to Shanahan Road. The stall and aisle dimensions are adequate to facilitate adequate turning movements into and out of the parking spaces.</p>
2	Snow storage	<p>It is anticipated that snow storage will be accommodated on site and will be further identified through the detailed design process. The site offers considerable open space areas to accommodate snow storage and no issues are expected in this regard.</p>
3	Visitor parking and assigned parking spaces.	<p>Parking for the proposed development has been provided in accordance with the requirements of the zoning bylaw. The zoning bylaw requires 1.5 spaces per unit – 5 units * 1.5 spaces = 7.5 spaces – whereas 8 spaces are provided. In addition to this, there are 2 separate garage spaces which can accommodate 2 additional vehicles for a total of 10 parking spaces. Additional parking spaces have been considered however in light of the size of the units proposed 2 spaces per unit is considered appropriate. This would effectively also encourage the use</p>

		<p>of alternative modes of transportation including public transit and active transportation.</p> <p>It is intended that each unit would be assigned 2 parking spaces each.</p>
4	<p>With established single family zoning in place, why do we consider changes.</p>	<p>The proposed development of the subject lands which are currently vacant with a 5 unit apartment building is intended to contribute to the range of housing types in the area, support the realization of a complete community and provide much needed housing options to the Town which is identified as a primary settlement area by the Province. Primary settlement areas are intended to accommodate significant portions of growth and where development is directed. While the area contains a number of existing single detached dwellings, there are many properties which are zoned to permit semi detached units and lands zoned to permit a triplex in the immediate area. The area also benefits from being in close proximity to commercial, institutional and open space lands, areas where intensification should be promoted given these existing amenities and features, along with the provision of municipal infrastructure. It is our opinion that the applicable Provincial, County and Town policies are supportive of intensification generally, while also ensuring consideration for surrounding neighbourhood character is provided. It is important to note that the intensification targets for the Town as determined by the Province and implemented in the County and Town Official Plans requires a <b>minimum</b> of 40% of all new units occurring annually to be located within the built up area, which includes the subject lands. The intent of this policy is to ultimately limit the need to develop greenfield lands given the added costs to service with required infrastructure and public service facilities.</p> <p>To that end, the development proposes a density of 25 units per hectare in the form of a small scale apartment which is a permitted use for lands designated neighbourhood area, including the subject lands. This density is compatible with the existing area and assists the Town in meeting its minimum intensification targets. The proposal is consistent with the Towns new (January 2020) Official Plan, including specifically section 4.2.2 which provides policy relating land use and built form. It is important to note that the Towns Official Plan permits medium density uses, including specifically small scale apartments as</p>

		<p>proposed on the subject lands. The proposed Zoning bylaw amendment conforms to the Official Plan and effectively seeks to implement the vision of the Official Plan on a site specific basis and in consideration of the applicable land use and built form policies. The development has been designed in a manner which is consistent with the character of the area including the massing, scale, location and architectural features. This is not a proposal which seeks to permit heights and density which is inconsistent with the area.</p> <p>The proposal represents a more efficient use of land which helps to minimize land consumption and makes use of existing infrastructure at no cost to the Town or existing tax base in a manner that is compatible with the area. Changes or amendments to the Towns zoning by-law in this case is considered appropriate and justified under good planning principles and is required in order to implement the policies of the Official Plan.</p>
5	Concerns regarding access and speeding along Poyntz St including sight lines.	It is understood there are concerns relating to speeding vehicles along Poyntz. Respectfully this is a Police enforcement matter that is unrelated to the proposed development. Concerns regarding access location and limited sight lines is an important consideration for the proposed zoning bylaw amendment. Accordingly, the applicant has retained an engineer (WMI & Associates) to review the sight lines for the site and has confirmed that sight lines are available in accordance with applicable Provincial standards. The traffic brief submitted with this response provides a more detailed review of traffic considerations of the proposed development.
	<p><b><i>Town of Penetanguishene – Public meeting – Public Comments (various owners and addresses)</i></b></p>	
	<p><b><i>Comments</i></b></p>	<p><b><i>Innovative Planning Solutions Response</i></b></p>
1	This proposal will significantly impact the nature of our long-standing community which is overwhelmingly residential single-family owned.	Although the application does propose a rental apartment, the applicant intends to reside in one of the units personally. The owner also intends to seek out long term tenants. While the area may currently be owner occupied, there is no prohibition to renting housing, regardless of built form. Provincial, County and Municipal

		<p>Planning policies encourages lot intensification, including providing for a range of housing types, including the provision of rental housing. The proposed development contributes to the range of housing in the area in a manner that complements the area through effective design while offering rental and apartment housing opportunities to the area which contributes to a more complete community.</p> <p>The exterior design of the proposed building in terms of height, massing, scale, and exterior will be consistent with the character of the area. In this way the building is proposed in a more traditional house form utilizing variations in height and sloped roofs to minimize its size and increase its fit, providing for garage/driveways along Poyntz similar to existing built forms.</p> <p>While intensification is proposed by this development, the proposal effectively results in one additional unit (5 total) beyond what is currently permitted (4 total) on the subject lands. Accordingly, it is our opinion the proposal will not adversely impact the nature of the area and is consistent with/conforms to applicable Provincial, County and Town Planning policies.</p>
2	<p>This proposal could have a negative impact on Property Values, decreasing the value for both owners and the Town of Penetanguishene.</p>	<p>Consideration of impact to property values is not a land use planning consideration. The application has demonstrated conformity and consistency with applicable planning policy which generally supports the development of a range of housing types and costs to accommodate a variety household sizes and incomes.</p>
3	<p>Residents living near this particular location on Poyntz St. believe that the traffic dangers inherent in the pedestrian and car access components of this proposal are nothing short of dangerous and naïve. Various comments provided relating to safety along Poyntz and request for a study be completed.</p> <p>Concerns regarding location of parking of Shanahan Road in consideration of topography.</p>	<p>The applicant has retained an engineer to complete a Traffic Impact Brief in support of the proposed development and also in an effort to address comments and concerns raised by the public. Poyntz Street is a 2-lane urban roadway which has a posted speed limit of 50km/hr and which serves adjacent residential properties as well as commercial lands farther to the east (near Main Street). Based on an assumed design speed of 60km/hr, the minimum required stopping sight distance is approximately 85m as referenced from MTO Geometric Design Standards for Ontario Highways Manual, Figure E3-6.</p>

		<p>The minimum sight distance according to TAC criteria, which takes into account the slope of the road, is 92m and 77m for a 6% downgrade and upgrade condition, respectively, as referenced from table 2.5.3 of the TAC June 2017 Geometric Design Guide for Canadian Roads.</p> <p>From a review of existing site conditions and sight-lines from the vantage point of the proposed driveways located on Poyntz Street, there is a crest in the road towards the east and just beyond the intersection of John Street which limits sight distance to approximately 150m. In the western direction, there is a small area of reduced visibility due to the vertical profile of Poyntz Street which limits sight distance to approximately 110m. Since the actual sight distances in both the west and east directions exceed the MTO and TAC stopping sight distance criteria, the sight lines are considered to be adequate.</p> <p>A copy of the Traffic Impact Brief has been submitted with this response package to the Township for review and consideration.</p> <p>The applicant has also retained WMI Engineering to prepare a site servicing and grading plan in an effort to address comments raised, including concerns about the location of parking off Shanahan Road. The site plan has been amended to position the parking closer to the building than originally proposed and has reduced the difference in grade to access the units by making use of the existing driveway location.</p>
	<p><b>County of Simcoe – Solid Waste Management Department Comments</b></p>	
	<p><b>General Comments</b></p>	<p><b>Innovative Planning Solutions Response</b></p>
<p><b>1</b></p>	<p>The applicants are advised to contact Stephanie Smith, Contract and Programs Monitor with the County Solid Waste Management department (copied) to determine the County’s requirements for the design of the set out pad (i.e. location, size, signage, etc.) on the subject lands and whether waste collection services can be provided.</p>	<p>Discussions are ongoing with regards to the County’s solid waste management requirements. The design considerations for solid waste management will be finalized in the Site Plan process.</p>