Nodes & Corridors Study and Community Planning Permitting System (CPPS)

Phase 3 What We Heard Report

May 2026



SaugeenShores

Image source: GPA

OVERVIEW

PROJECT OVERVIEW & OBJECTIVES

The Town of Saugeen Shores is experiencing sustained population growth and increasing pressure for a greater mix of housing options. In response, the Town is undertaking a Nodes and Corridors Study and preparing a Community Planning Permit System (CPPS). This builds on a 2022 feasibility study that recommended CPPS as a tool to streamline planning approvals and support housing diversity. The work is being led by Gladki Planning Associates, in collaboration with Hertel Planning.

The CPPS will replace the current Zoning By-law and site plan approval process within designated areas. It will consolidate various planning application processes into a single, streamlined system—reducing delays and enabling development that aligns with the Town's vision for inclusive and sustainable growth. The Nodes and Corridors Study supports this effort by identifying where such growth can most appropriately occur.

The goal of the initiative is to:

- **Increase housing supply and variety** and **improve housing affordability** in Saugeen Shores.
- A Nodes and Corridors Study will identify areas that are suitable for **intensification** and **higher density forms of housing.**
- A Community Planning Permit System will be implemented in those areas to better **guide development** and **streamline the development application process.**

PURPOSE OF THIS REPORT

This document captures and analyzes the feedback received during Phase 3 of the public engagement process for the Nodes and Corridors Study and Community Planning Permit System (CPPS) in the Town of Saugeen Shores. It brings together insights from the online public meeting held on March 31, 2026, as well as responses submitted through the Town's online engagement platform between March 24 and April 7, 2026.

This report serves to:

- Document what was shared, discussed, and recommended by community members;
- Identify key themes, recurring concerns, and actionable ideas;
- Provide a foundation for refining draft planning directions and the CPPS framework;
- Inform the preparation of updated materials for Phase 4 engagement;
- Ensure transparency and accountability as the Town moves toward implementation.

PROJECT TIMELINE

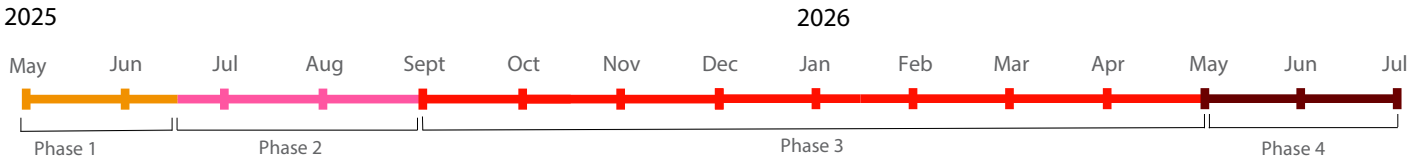
Spanning from May 2025 to July 2026, the project is structured into four distinct phases, each with clearly defined objectives, consultation components, and deliverables. This phasing ensures a transparent and iterative process that integrates community feedback into key milestones and policy recommendations.

Phase 1: Project Inception (May – June 2025)
This phase focused on launching the study by analyzing the existing planning framework, identifying opportunities and challenges with current approval processes, setting the foundation for introducing a Community Planning Permit System (CPPS) and consulting the Town to align the expectations and confirming the priority areas. Initial outreach to First Nations, developers, and key stakeholders helped inform the engagement strategy and contextual background.

Phase 2: Nodes and Corridors Study (Mid June – August 2025)
The second phase explored potential areas for growth through a nodes and corridors lens and introduced potential building types to support intensification. Public engagement included an in-person community meeting and an online activity, allowing residents to provide input on focus areas, built form, and ongoing housing challenges.

Phase 3: CPPS Framework and Tools (September 2025 – April 2026)
In third phase, the project shifted towards policy and implementation, developing the CPPS framework and preparing draft planning tools such as the CPP By-law and required Official Plan Amendment. Engagement continued with the community, and stakeholders including a Virtual Public Meeting and an online activity, allowing residents to provide feedback proposed approaches and directions.

Phase 4: Finalization and Implementation (May – August 2026)
The final phase will consolidate all findings and feedback into a complete set of deliverables, including a Final Report, CPP By-law, and Official Plan Amendment. These will be presented through formal public meetings and submitted for Council and County approval, marking the completion of the study and readiness for implementation.



Phase 1
PROJECT INCEPTION

- To collect and begin analysis of background materials and data.
- To understand the strengths and weaknesses of the current system.
- To identify the requirements of a CPPS.

Phase 2
NODES AND CORRIDORS STUDY

- To identify and evaluate options for areas that are suitable for intensification, and select a recommended option.
- To explore the nature of intensification to take place and the potential building types.

Public & Stakeholder Consultation

- In-person Community Workshop
- Online Activity

Phase 3
CPPS FRAMEWORK AND TOOLS

- To identify how the new system will enhance housing supply, variety and affordability.
- To establish a CPPS framework to serve as the basis of the CPP bylaw, and set high level directions/approaches.
- To identify any changes to the Official Plan to support the CPPS.
- To draft a CPP by-law and Official Plan amendment.

Public & Stakeholder Consultation

- Virtual Community Workshop
- Online Activity

Phase 4
FINALIZATION AND IMPLEMENTATION

- To develop an implementation strategy.
- To prepare a final report summarizing all parts of the project analysis and recommendations.
- To finalize the CPP by-law and Official Plan amendment for approval by Council and County.

Public & Stakeholder Consultation

- Online Activity
- Statutory Public Open House
- Statutory Public Meeting at Council

VIRTUAL ENGAGEMENT OVERVIEW

As part of **Phase 3** of the study, a virtual public meeting was held on **Tuesday, March 31, 2026**, from **6:30 PM to 8:30 PM via Zoom**. The session was designed to share updates on recent work and the project timeline, including an overview of the analysis that informed the identification of the Port Elgin and Southampton Core Commercial Areas as the focus of the CPPS. The meeting also sought to gather feedback on how intensification should be approached within these Core Commercial areas.

The meeting format included **a plenary presentation** and **virtually facilitated townhall format discussion**. The meeting was structured to encourage open dialogue and active participation.

The event began with a presentation that introduced the purpose of the study and the updated project timeline, and provided an overview of the CPPS. The presentation also summarized recent public feedback, introduced the key findings of the Nodes and Corridors Study and the Housing Opportunities System Study, and outlined key areas of focus, including the Core Commercial Areas and the proposed approach to intensification. In addition, it described how the CPPS could support local housing needs by streamlining the development approval process.

Following the presentation, participants engaged in a town hall discussion centered on **three key questions:**

- **Do you have any questions about the study's purpose or process?**
- **Do you have questions or concerns about what a CPPS is?**
- **Do you have feedback on the focus areas or the types of development that may be permitted?**

The meeting concluded with a brief overview of next steps in the project. Feedback was collected through the Zoom Q&A function, as well as through verbal discussion during the session. Questions and comments were heard live from participants, as well as through the Question and Answer function on Zoom, with members of the consultant team and staff responding. The meeting was recorded for documentation purposes, a video of which was subsequently posted on the Town's website.

The virtual public meeting was **attended by 117 participants** and provided valuable insights, including thoughtful reflections from individuals with lived, professional, and historical perspectives on planning and housing in Saugeen Shores.

ONLINE ENGAGEMENT OVERVIEW

To complement in-person engagement, the Town launched an online activity through the Engage Saugeen Shores platform. Residents were invited to review two interactive Briefing Notes covering:

Briefing Note 4: Revisiting Where to Build - This note provided a high-level overview of the Nodes and Corridor Study and Housing Opportunities System Study, and how this analysis supported the identification of the areas to be covered by the CPPS. The briefing note concluded with a recommendation on the areas to be the focus of the CPPS.

Briefing Note 5: What to Build - This briefing note:

- Provided a reminder of the policies of the Official Plan that need to be balanced in managing growth and change in the Port Elgin and Southampton downtown areas.
- Described a general approach to intensification to be implemented through a CPP By-law.
- Outlined proposed CPP By-law regulations that will determine what will be permitted in the downtowns and compared them to what is permitted by the current Zoning By-law.

The online engagement provided two open-ended questions to allow participants to share their thoughts on the contents of the two Briefing Notes. The activity was designed for self-guided participation, allowing residents to learn about the project and respond in their own words. A total of 11 written comments by 7 community members were submitted through the platform's embedded form. These responses provided valuable insight and were reviewed alongside input from the in-person meeting to inform next steps.

WHAT WE HEARD: IN-PERSON

VACANT & UNDERUTILIZED PROPERTIES

Participants raised questions about the role of the CPPS in addressing vacant and underutilized properties within the community. Specific reference was made to Brownfield sites and whether the Town had identified these as potential development opportunities in accordance with Official Plan Policy 2.3. Participants also asked whether the CPPS could be used to incentivize the redevelopment of long-term unused commercial properties within the Core Commercial area.

CPPS PROCESS & GOVERNANCE

Participants raised a range of questions about the scope, administration, and implications of adopting a CPPS. There was interest in understanding whether adoption is a provincial requirement for all Ontario municipalities, how many municipalities across the province have already adopted one, and what growth assumptions underpinned the initiative.

Questions were raised about which land uses and zones would fall under the CPPS, including whether it would apply beyond commercially-zoned land to residential, institutional, open space, and environmental hazard zones. The amendment process also drew interest, with participants asking whether a CPPS could be amended once approved, and whether certain amendments could be approved by staff rather than Council. Related questions were raised about the future of the Committee of Adjustment and the interaction between the CPPS and Site Plan Control, particularly in relation to provincial restrictions on developments of ten or fewer dwelling units.

Participants also asked whether the CPPS could be extended beyond the Core Commercial area to other parts of the municipality, and when the system would come into effect.

PUBLIC CONSULTATION & OVERSIGHT

Participants raised concerns about the level of public oversight and community involvement that would be maintained under the CPPS. Under the existing Zoning By-law variance process, neighbouring property owners are notified and given the opportunity to weigh in on proposed changes. Participants questioned whether the same notification and consultation rights would be preserved under the CPPS, or whether the streamlined approval process would reduce opportunities for public input.

A number of participants expressed concern that the CPPS would make it easier for developers to acquire small properties and move quickly through the approvals process without adequate public scrutiny. It was felt that while the goal of increasing housing supply was broadly understood, the speed and ease of the process should not come at the expense of the people already living in the community. Participants asked for assurance that the interests of existing residents would be considered alongside the interests of developers.

It was noted by some participants that the CPPS represents a shift in decision-making that reduces public oversight and makes the process more accessible to developers while making it harder for the public to remain meaningfully involved. The concern was not with growth itself, but with ensuring that new development remains appropriately controlled and responsive to the character and needs of the existing community.

DENSITY, BUILDING HEIGHT & SETBACKS

Participants sought greater clarity on what intensification would look like in practice, asking for concrete examples of the types of housing being considered under the CPPS. Questions were raised about the implications of increased building height, lot coverage, and reduced setbacks for neighbouring properties, as well as how these changes would affect the character of existing neighbourhoods.

Participants also asked about specific development scenarios, including whether apartment buildings could be built on particular sites and whether existing single-dwelling homeowners in the Core Commercial area would be permitted to build additions under the proposed changes.

AFFORDABLE HOUSING

Participants questioned whether the CPPS would meaningfully contribute to the creation of affordable housing. It was noted that intensification and increased density do not automatically translate into affordability, and that without specific municipal by-laws or incentives, new housing stock would likely continue to be built and priced at market value. Participants further questioned whether the CPPS could include provisions that would require developers to build affordable housing, noting that making it easier to build diversified properties does not necessarily mean that developers would choose to do so.

ENVIRONMENT, STORMWATER & GREEN SPACE

Participants raised concerns about the environmental implications of increased lot coverage and intensification. Questions were asked about whether increasing the permitted coverage area from 50% to 75% would negatively affect groundwater recharge and drainage, and how flooding would be managed given that existing sewer infrastructure was already seen as insufficient to handle current rainfall levels. It was noted that rooftop landscaping alone may not be adequate to offset the increased volume of stormwater runoff.

Broader concerns were raised about the cumulative impact of intensification on the natural environment, including the loss of wetlands already being experienced through new housing developments. Participants asked whether increased density would trigger changes to conservation regulations and environmental permissions. Reference was also made to practices in other jurisdictions that limit the proportion of a property that can be paved, as a potential model for managing flooding risk.

INFRASTRUCTURE & FIRE SAFETY

A participant raised concerns about the safety implications of proposed changes to setback requirements. Specifically, they asked whether reducing the rear yard setback from 10 metres to 6 metres would increase fire hazard risk between buildings, and whether the CPPS would also address changes to side yard setbacks.

TRAFFIC & TRANSPORTATION

Participants raised concerns about the traffic implications of increased intensification, noting that even under current conditions, residents tend to drive rather than walk between destinations within the town. Questions were asked about what consideration had been given to traffic management as part of the CPPS, particularly given the volume of traffic already experienced on key streets during the summer months.

Not all participants viewed the relationship between intensification and traffic negatively. It was also noted that increasing the number of people living in the downtown area could reduce the number of residents driving in from greenfield developments, potentially freeing up parking and reducing overall traffic demand. Participants asked about the flexibility of parking requirements on private land under the proposed by-law.

SHORT TERM RENTALS & HOUSING MARKET DEMAND

Participants questioned the underlying demand assumptions driving the push for intensification. It was noted that the current rental market in Southampton experiences demand primarily during July and August, with significant vacancy for the remaining ten months of the year. In light of this, participants asked why increased density was being pursued and whether the case for intensification had been adequately demonstrated.

Concerns were also raised about the relationship between short-term rentals and new development. Reference was made to a specific instance where a newly constructed unit was being built on the same lot as a five-bedroom short-term rental property, with no adequate parking provided for either use. Participants asked how the CPPS would regulate parking in these situations and whether limits on unit density would apply.

URBAN DESIGN, AESTHETICS & ACCESSIBILITY

Participants raised concerns about how the CPPS would safeguard the aesthetic character and design quality of new development. It was noted that many residents, visitors, and tourists value Southampton's distinctive architectural character, and that there was widespread concern about the town losing its unique identity and becoming indistinguishable from other Ontario communities. Participants asked what protections would be in place to ensure that new development, including buildings that do not involve heritage properties, would be required to reflect and complement the existing character of the town.

Accessibility was also raised as an important design consideration. Participants called for level entry access to all main street buildings, with no steps, so that residents with disabilities could have full use of Town buildings and streetscapes. Specific concern was expressed about the lack of accessible parking spaces for seniors and people with disabilities, who were noted to be a significant portion of the Southampton population. It was observed that while the high street business area is an attractive destination for this demographic, many are unable to access it due to the limited availability of accessible parking and the difficulty of navigating from existing parking areas to the street.

HERITAGE & CHARACTER PRESERVATION

Heritage and character preservation was one of the most prominent themes raised throughout the consultation. Participants expressed strong concern that the CPPS area in Southampton encompasses the highest concentration of heritage-designated and heritage-listed properties in all of Saugeen Shores, and that the streamlined approval process could make it easier for developers to demolish historic buildings in order to build as-of-right. It was noted that several pre-Confederation buildings fall within the boundaries of the CPPS area, and participants expressed fear that the system would incentivize their rapid redevelopment for profit.

Participants questioned whether the proposed increase in maximum building height from 10 metres to 20 metres would fundamentally alter the cultural and historical character of the community. Concern was also raised about the setback changes and the potential for new developments to overshadow neighbouring properties. Participants asked who within the planning process would be responsible for overseeing the architectural aspects of new developments, and how Council would ensure that new buildings remain in keeping with Southampton's heritage, style, and sense of place.

Reference was made to the recently approved Cottage Streets Policy, which was designed to preserve and protect the historic greenscape and streetscape of a designated area of Southampton. Participants noted that the CPPS would appear to be in direct conflict with the objectives of that policy. It was also noted that properties currently listed on the Municipal Heritage Register may lose their demolition protections by January 2027 under provincial legislation, further increasing the vulnerability of heritage resources within the CPPS area.

Several participants questioned whether the boundaries of the Southampton CPPS had been appropriately drawn, arguing that the area identified for intensification coincides with the most culturally and historically significant part of the town. It was suggested that other areas within walking distance of the downtown would be more suitable candidates for intensification and affordable housing, and that there was no compelling need to concentrate development pressure in the historic core.

PARKING

Parking was a recurring concern raised by many participants throughout the consultation. It was noted that parking in Southampton is already challenging, and that intensification and increased residential density would place additional pressure on an already strained system. Participants stressed that any new multi-occupancy building should be required to provide adequate parking on-site, including a minimum of one parking spot per unit.

Concern was raised that the proposed reduction in on-site parking requirements under the CPPS had not been accompanied by any identification of off-site locations that could absorb the increased demand. Participants questioned how the CPPS would address parking needs resulting from the anticipated growth in residential intensification, and warned that reducing requirements without a corresponding solution would create significant parking problems.

WHAT WE HEARD: ONLINE

BRIEFING NOTE 4 – REVISITING WHERE TO BUILD

Participants were asked to review the briefing note and share their thoughts on what they think about the areas identified for growth in housing. Responses reflected a detailed knowledge of local geography and a strong sense of investment in the future character of their communities.

CPPS Boundaries
Multiple respondents questioned whether the proposed boundaries of the Southampton CPPS had been appropriately drawn. It was argued that the area extends too far west and east, with areas approaching Water Street described as predominantly single-dwelling and the eastern boundary seen as unnecessary beyond Victoria Street. One respondent called for intensification to be confined to High Street between Grosvenor and Victoria Streets, with development elsewhere proceeding through the full planning process including the protections afforded under Part 4 of the Heritage Act). Several specific streets, including Victoria, Morpeth, Scott Lane, Lansdowne, and Grosvenor, were identified as areas where existing residential dwellings should not be subject to the CPPS.

Heritage & Character Preservation
Concern was raised that existing residential and heritage buildings that define the Core Commercial area could be compromised under the proposed standards and guidelines. Respondents questioned whether the design direction reflected the late 1800s and early 1900s architectural character predominant in the core, or whether it was moving toward a more generic contemporary aesthetic. One respondent called for Southampton's historic small town character to be preserved as the primary consideration in any intensification decisions.

Housing Type & Affordability
Respondents identified the middle range of housing such as townhouses, low-rise apartments, and condos, as the most appropriate form of intensification for Southampton, as opposed to larger single dwellings or luxury condos. It was noted that intensification does not automatically translate into affordability, and that without specific municipal by-laws or incentives, new housing stock would continue to be priced at market value.

Intensification within Underutilized Sites
Rather than expanding the CPPS boundary broadly, respondents suggested that several underutilized sites already within or adjacent to the area represent more appropriate candidates for intensification. Specific properties identified included the former RONA property, a vacant lot across from Foodland on Highway 21, and a site on Morpeth Street already designated for multi-family dwellings. It was also suggested that existing property owners, such as the Southampton Market, could be encouraged to incorporate residential units above commercial uses where parking capacity already exists.

Canopy & Green Space
One respondent raised concern about the loss of tree canopy through new development and called for builders to be required to plant trees on properties they develop.

BRIEFING NOTE 5 - WHAT TO BUILD

Participants were asked to review the briefing note and share their thoughts on what they thought about the scale and character of growth proposed for both the Port Elgin and Southampton downtowns. Responses were detailed and reflected strong views on building height, parking, transparency, landscaping, and the overall character of new development.

Building Height
Multiple respondents argued that the proposed height maximums are too permissive. It was argued that new buildings in Southampton should be no higher than four storeys, with taller buildings set back from the street. One respondent went further, calling for the entire downtown core to maintain a 10-metre maximum, with a transition zone required on all sides before taller buildings are permitted. Specific concern was raised about a proposed five-storey redevelopment of the former movie theatre site, described as unacceptable given its proximity to existing residential properties. A respondent focused on Port Elgin similarly argued that a maximum of three to four storeys is more appropriate for the downtown core, noting that taller buildings would block light, increase noise, and fail to fit the existing character of the town.

Parking
Parking requirements were a consistent concern across multiple respondents. It was argued that every residential unit must be provided with at least one dedicated parking space, with the absence of public transit cited as making any other assumption unrealistic. One respondent called for a minimum of two spaces per unit with no flexibility, citing winter parking restrictions and the overflow parking problems already visible in properties renting to multiple users. Another respondent raised the question of overnight winter parking more broadly and suggested the Town consider parking garages or alternate-side parking arrangements as part of any redevelopment strategy.

Urban Design
Several respondents questioned whether the design standards and examples used in the presentation reflect the historic character of Southampton and Port Elgin. It was asked whether the guidelines were intended to reflect the architectural character of the late 1800s and early 1900s predominant in the core, or whether they were moving toward a more generic contemporary aesthetic. The multi-unit building on the corner of Bricker and Mill Street in Port Elgin was cited as a cautionary example of development that fails to integrate with its surroundings.

Green Spaces
Concern was raised about the value of rooftop greenery, with one respondent arguing that it does not contribute to the community tree canopy or address stormwater management, and that the presence of above ground and below-ground springs throughout Southampton makes this particularly problematic. Calls were made for ground-level green space, the protection of existing trees across all properties, the use of native species, and the adoption of dark sky lighting standards for new builds and parking areas.

Affordability & Incentives

One respondent called for any new high-density residential buildings to be geared toward income or low-income housing, arguing that the community has no need for additional luxury housing. Another expressed support for the CPPS in principle and encouraged the Town to explore financial incentives such as tax breaks or grants to attract redevelopment, and suggested creative approaches to storefront and parking configuration to make redevelopment more viable.

CPPS Process & Governance

Questions were raised about the scope and administration of the CPPS, including whether it applies beyond commercially-zoned land, whether the Committee of Adjustment would be dissolved, and how parking demand generated by intensification would be managed. One respondent expressed concern that staff level approvals without Council consideration reduce accountability, noting that high staff turnover in municipalities risks inconsistency in applying community knowledge and history. They also asked whether there is any mechanism by which a proposal could be denied under the CPPS.

ANALYSIS AND CONCLUSION

Phase 3 engagement gathered perspectives on the draft directions of the Community Planning Permit System (CPPS). The following is a high-level summary of the key themes heard.

Heritage and character preservation was a recurring concern for many participants,

with a number of residents indicating that the scale, height, and design of new buildings should reflect the architectural character of Southampton and Port Elgin .

The CPPS is generally understood, though some participants expressed reservations regarding how it would work in practise,

and residents want assurance that streamlined approvals will not come at the expense of public oversight.

Parking requirements must reflect local considerations,

with some participants noting that flexible parking standards may not suit all parts of the community given the absence of public transit and seasonal street parking restrictions.

Many participants expressed support for intensification near the area's amenities,

recognizing that allowing more people to live within walkable distance of shops and services could support a more vibrant and accessible community.

Where intensification does occur, it should be targeted and incremental,

with suggestions that the proposed CPPS boundaries be revisited to better reflect areas with high concentrations of heritage buildings and established residential streetscapes.



"Making it easier to build diversified properties does not necessarily mean the developers will build affordable housing."

"Main street buildings should have level entry access. No steps to allow those with disabilities to have full use of our Town buildings."

"Can we move the boundaries of the Southampton CPPS to an area of the town that would be more appropriate for intensification and affordable housing?"

"I welcome new development that will create more housing, I just want it to be more controlled. We have to think of the people that are already here that are paying taxes and have been all along, and we don't want to, see them wake up one day and maybe have some type of building that doesn't fit in with where they are."

Affordability cannot be assumed to follow from density,
with a number of participants noting that increased density does not automatically result in accessible housing, and that specific provisions may be needed to ensure that new units are genuinely attainable.

Built form standards were identified as an area requiring further refinement,
with residents indicating that design guidelines should reflect the specific character of Saugeen Shores rather than adapted from larger urban centres.

Environmental and infrastructure implications must be noted as important considerations,
particularly regarding the impact of increased lot coverage on stormwater management and the existing pressures on the municipal sewer systems, already under strain.

Public consultation rights must be preserved,
with a number of residents expressing an expectation that the CPPS would maintain notification and input opportunities comparable to those under the current Zoning By-law variance process.

Next Steps

In response to the feedback received, the project team will:

- Draft the Community Planning Permit By-law and Official Plan Amendment for review in May 2026.
- Host a Statutory Public Open House and online commenting period in June 2026 to gather further input.
- Bring the matter forward to a Statutory Public Meeting at Town Council in the Summer of 2026.



Image source: GPA

APPENDIX - A

VERBATIM COMMENTS FROM THE VIRTUAL PUBLIC MEETING

1. Has the Town of Saugeen Shores identified Brownfield sites, as per OP Policy 2.3?

2. Can CPPS be amended, once approved (similar to a ZBL)?

3. What does intensification and high density forms of housing look like?

Are you building apartment buildings in Southampton? I don't want my lot overlooked.

Are you informing us or can we change this? And what would be required to amend this?

How do we get to the online survey?

Will you be compensating us if this impacts the value of our homes?

Additionally, the cost of living is not only a problem here but wider spread and while there needs to be bridging strategies it is on higher levels of government to fix the root causes (inflation, population growth, drug availability, mental health education and care etc)

4. How has the Town of Saugeen Shores encouraged "affordable housing"? Intensification does not translate into "affordable". Unless specific municipal by-laws/incentives are used and adopted by developers, the resulting housing stock will continue to be only available at market value.

5. Everything is very generic - what types of housing are you considering, can you give examples pls.

6. So, some CPPS amendments can be approved by Saugeen Shores staff, rather than Council. Is that correct?

7. Is the CPPS initiative a requirement of all municipalities in Ontario? Can municipalities choose not to adopt a CPPS?

8. Will the Committee of Adjustment be dissolved as a result of the CPPS, if adopted by the Town?

9. Are you planning on putting an apartment building in the legion parking lot?

10. You appear to focusing on commercially-zoned land. Does the CPPS also apply to residential, light industrial, institutional, core extractive, etc. zoned land as well?

11. Will open space (OS) and environmental hazard (EH) zoned land also be subject to the CPPS?

12. By increasing the intensification (New Permit Area), from 50% to 75% coverage area, will ground water recharge and drainage be negatively affected?
13. By reducing the rear yard setback from 10 m to 6 m, will the fire hazard be increased? What about side setbacks? Will the CPPS address these as well?
14. Do you agree that the increase of maximum building height from 10 m to 20 m will change the cultural and historical look and feel of the community?
15. How does the CPPS address required space for parking for the anticipated increase in residential intensification?
16. How do you prevent flooding with greater land coverage by building or paved parking? Not sure that landscaping on the roof will take all the rainfall as current sewers cannot keep up with current rainfall as is.
17. What consideration for traffic, as even now people drive rather than walk to either end of town.
18. What assumptions have been made regarding the growth of the Town and related growth of the Bruce? What demand do you foresee?
19. Since it's a 'competition'… could you please address Sheila's comment about the process and how you are ensuring developers don't buy up small properties and rush through new buildings
20. Is there a maximum unit density? Is there an under ground parking requirement if green space is not achieved? Will luxury condos be allowed with indoor pools or shared recreation spaces? Given the current rental climate has demand only for July and August and 10 months of significant vacancy why is there a thought that there is a density issue?
21. With zoning bylaw variance persons in the near area are notified and allowed to weigh in, would this be the same with CPPs?

22. It seems like there are two thrusts here that are combined, but could be mutually exclusive. number one, The development of a CPPS concept that steamlines and speeds up the whole develpment applicaiton process. Number 2 the intensificaiton of the commercial core areas to include more residential develpment as well as commercial uses. Is there appetite in Saugeen Shores to extend the CPPS approach to be applied more broadly in other areas of develpemt in the municipality.

23. Is there anything that can be done within this system to incentivize long-term unused commercial properties within the CC area?

24. Main street buildings should have level entry access. No steps to allow those with disabilities to have full use of our Town buildings

25. Shelia Latham very eloquently stated the concerns of many Southampton residents, how is this going to be addressed?

26. Will the institution buildings existing be forced to change of any their landscape or building footprint.

27. Just one comment about Heritage - if a property is on the Municipal Heritage Register, it is also protected from demolition for the 60-day period, however, the Ford government will remove all properties on the Heritage Register that are not designated by Jan. 1, 2027

28. More of a statement: The Town recently approved the Cottage Streets Policy. Its intent, in the Town designated historic cottage streets area (bounded by the lake, harbour, highway 21 and South St), is to preserve and protect the historic greenscape and streetscape. As mentioned earlier, the streetscape is paramount to the brand of the community. The CPPS would seem to be in conflict with the objectives in this particular district.

29. Intensification in land use that includes a reduction in parking requirements on site without mention of off site locations that can meet the increased parking demand seems to be a recipe for parking problems. Please comment.

30. With a higher population, are there changes to conservation? environmental regulations, permissions. We are already losing a lot of wetland to new housing developments at Southampton Landing.

31. I am concerned about a high semi, that is currently in construction. On the same lot as a 5 bedroom air b and b. No proper parking for ABB. How many parking spaces will be allowed?

32. With the set backs. If they change can a development jut out nearer to the curb so that it now overshadows the building next to it?

Thank you Andrew and Rene,

I am pleased to see you addressed the Urban Design Guidelines

I acknowledge the need for Southampton's ongoing growth and investment, but my main concern is that new developments reflect and enhance the town's distinctive architectural character.
Southampton has long been admired for its high-quality design and its strong maritime and waterfront identity heritage, which many residents, visitors and tourists value deeply. Some of the building images that Rene showed us were pretty horrible designs.

Could you clarify who within the planning process is responsible for overseeing the architectural aspects of new developments, and how the Council ensures that these projects remain in keeping with Southampton's heritage, style, and sense of place?

33. is there a stipulation that every apartment built has one parking spot for vehicles

34. Thank you for presentation. When will this come into effect?

35. I'm in core commercial, but living in a single dwelling family home. Can I build an addition on my house under these proposed changes? Or does it have to be a multi-dwelling building?

36. Is there anyway the CPPS can ensure that developers build affordable housing? Making it easier to build diversified properties does not necessarily mean the developers will build affordable housing.

37. I think the CPPS for Southampton is misplaced. Why is it situated in the most important cultural heritage area in Southampton? There are other areas, still within walking distance of Southampton's downtown that could have been identified as CPPs, more appropriate for intensification and affordable housing. There is no need for misplaced over-intensification.

38. Parking in Southampton is already challenging . There must be a requirement for parking to be created for any new multi occupancy building

39. How many of the 444 municipalities in Ontario have: adopted a CPPS, are in the process of adopting one and are exploring adopting a CPPS?

40. My question, relating to the above comment, is: Can we move the boundaries of the Southampton CPPS to an area of the town that would be more appropriate for intensification and affordable housing -- basically an area outside the historic downtown, with its significant cultural heritage buildings?

APPENDIX - B

VERBATIM COMMENTS FROM THE ONLINE ENGAGEMENT

Read Briefing Note 4 and let us know what you think about the areas identified for growth in housing.	Read Briefing Note 5 and let us know what you think about the scale and character of growth proposed for both the Port Elgin and Southampton downtowns.
N/A	The reduction in ground and upper floor transparency is regressive. In fact, some of the more interesting front elevations on the main streets are ones that have more glass on the ground floor and larger windows on the upper floors. The cover page of your briefing notes 5 - what to build photograph illustrates clearly what can happen when transparency per centages are too low. Comment submitted by Frances Barrick on behalf of Southampton Residents Association.
Southampton is the part I will comment on as I am most concerned about this community. I believe your areas of core intensification are stretched a little too far west and east. All the way to Water St seems a little far since that is pretty much all single dwelling housing and I don't believe you need to go further east than Victoria St. What our area seems to need most is that middle range of housing - possibly townhouses, low rise apartments or condos. Not larger single dwellings and not necessarily luxury condos. I hope this will be kept in mind when approving developments. I aslo do not want to see much canopy cover disappear. Have builders plant a good number of trees on the property they are developing.	Again, it is Southampton I will comment on: I agree that intensification should be done incrementally. Sufficient off street parking for new residents should be assured. New construction of apartments, townhomes, etc should fit in with the characteristics and height of already established neighbourhoods. New buildings in Southampton should be absolutely no higher than 4 floors at the maximum. These taller 4 floor buildings should be set back from the street. I do not necessarily think the ground floor has to be commercial. There can be flexibility in that. Lighting and signage should fit in with the character of the existing street. I certainly hope that no one will get pushed out of their single resident dwelling to make way for this intensification!!!!

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N/A	1. EVERY residential unit MUST be supplied a parking place. We've done this before and it is unrealistic to assume people living in the downtown core do not necessarily need a parking space. We do not have public transit so just stop with this way of thinking. Every dwelling must be give a parking space. 2. NO building should be allowed to go above 10m if it is within 120m of purely residential. The transition zone must ENCIRCLE all 20m height restrictions. That means North, South, East and West. The current proposal for the redeveloped movie theatre to a 5 story building while it is so close to residential is totally unacceptable. The fact that this small parcel of land has advertised a 5 story building before this possible zone change has even been enacted must be investigated. 3. The entire downtown core should stay at a 10m max. Higher buildings for more residential do not need to be in the downtown core. Higher buildings are already being built in the north end of Port Elgin where they are literally closer walking distance to schools and grocery stores. 4. Reduction of transparency from 80% to 50% on first floor businesses would alter the downtown core significantly. Nearly all shops have full frontal windows which invites customers in. To reduce this would fundamentally change the downtown "vibe". 5. The concept to speed up building processes is fine but the proposed changes in this briefing note ignore reality. The plans make false assumptions (residents don't need parking if they live in the downtown core being one of them), then carry those assumptions through the whole plan. High density housing is not needed in the actual downtown core. Especially since the core really isn't that big and most necessary amenities aren't even in the downtown core. The core is also a major through way so any major build that would disrupt it or the

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	current residents around it will be met with anger and scrutiny.
• Has the Town of Saugeen Shores identified Brownfield sites, as per OP Policy 2.3, as passed by Council in 2012? • Can CPPS be amended, once approved (similar to a ZBL)? • How has the Town of Saugeen Shores encouraged "affordable housing"? Intensification does not translate into "affordable". Unless specific municipal by-laws/ policies/incentives are used and adopted by developers, the resulting housing stock will continue to be only available at market value. • So, some CPPS amendments can be approved by Saugeen Shores staff, rather than Council. Is that correct? • By reducing the rear yard setback from 10 m to 6 m, will the fire hazard be increased? What about side setbacks? Will the CPPS address these as well? • Do you agree that the increase of maximum building height from 10 m to 20 m will change the cultural and historical look and feel of the community?	• Is the CPPS initiative a requirement of all municipalities in Ontario? Can municipalities choose not to adopt a CPPS? • Will the Committee of Adjustment be dissolved as a result of the CPPS, if adopted by the Town? • You appear to be focusing on commercially-zoned land. Does the CPPS also apply to residential, light industrial, institutional, core extractive, etc. zoned land as well? • Will open space (OS) and environmental hazard (EH) zoned land also be subject to the CPPS? • By increasing the intensification (New Permit Area) from 50% to 75% coverage area, will ground water recharge and drainage be negatively affected? • How does the CPPS address required space for parking for the anticipated increase in residential intensification? • How many of the 444 municipalities in Ontario have: adopted a CPPS, are in the process of adopting one and/or are exploring adopting a CPPS?
Concerns: • Existing residential, including heritage buildings that define the core commercial, could be compromised. Are designs (standards and guidelines) going to reflect the American Hamptons (as currently seems to be happening) or the late 1800s, early 1900s as is predominant in the core? • Am I allowed to renovate my existing home as a home, such as adding an addition for more living space? Or do I have to follow the proposed standards and guidelines? Not interested at this time in running a business or creating multi-family housing.	• Again, as a Southampton resident in the core commercial, speaking only to Southampton concerns. • First, use examples from Saugeen Shores (like the Arlington Building in downtown Port Elgin), not the rebuilt Paisley Inn from Arran-Elderslie. • Concerns about renovations to my property, a single-dwelling family home. To create more living space, am I required to incorporate these designs and standards to a home that will not offer multiple units or be used as a retail space? • Landscaping issues. What good do trees do on a rooftop? This concept does not add to the community's tree canopy nor does it help

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- There are already options just outside the core commercial area as designated, appropriate for the type of development offered. Most notably, the empty RONA property and the property behind it (fronting on Morpeth Street), which I believe is already designated for multi-family dwellings. There is also the property across from Foodland on Hwy 21, which is currently an empty lot with concrete blocks bordering the property and the lot next door to the Recall. All of these are within walking and cycling distance of amenities.
- Victoria, Morpeth, Scott Lane (church property!), Lansdowne and Grosvenor Streets' current residential dwellings should not be in the mix.
- Encourage current property owners, such as the Southampton Market, to incorporate residential units on upper floors. Space for parking for both residential and commercial already exists in the back of the building and has not been expanded to its full parking potential. Or a residential building added in back.
- 219 Morpeth Street, across the street from other homes, is currently a 3-plex. It has an empty lot to the west of it, suitable for development yet is not included in this plan. It is a street-span away from the boundary.

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with controlling potential flooding issues - not sure the designs address the multiple above-ground and below-ground springs and streams that run everywhere in Southampton. Trees soak up excess water, manage air quality and, other than adding to the aesthetics of a building, do nothing on a community level. Keep the green where it's supposed to be, at ground level.

- Town needs to protect all trees on all properties in town
- Parking issues. The number of parking places for multiple-unit buildings should NOT be flexible. This is a town where winter weather is a huge issue and there is no street parking allowed during the winter months, so nowhere to go for overflow parking. Judging by the number of cars parked in homes currently renting out rooms to multiple users, at least 2 parking spots per unit should be a requirement, with no negotiation, no flexibility.
- No need for 6-storey buildings in downtown Southampton
- Do not agree with staff approving new builds or alterations without going through council first and making it publicly known. Staff turnover in Saugeen Shores (as in most municipalities) is high and consistency, passing on knowledge and history of the communities is lacking. Public awareness of checks and balances is important. Also, is there a process where a proposal could actually be denied?
- Maintaining community character. As mentioned in previous comments, does this mean imitating the American Hamptons or reflecting the actual history and culture of the town as per the 1890s, early 1900s and perhaps up to the 40s?
- Photos used in presentation from other municipalities made the concept look very unattractive, especially a totally modern building

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- Photos used in presentation from other municipalities made the concept look very unattractive, especially a totally modern building jammed next to a heritage building. And, the image with the trash cans and recycling bins lined up in front of the property - very unattractive and not what we want to see anywhere along our main thoroughfares.
- Add a dark sky lighting standard to new builds and upgrades for parking lots and outdoor spaces.
- Use native trees for landscaping
- Concepts seem to favour developers, not current homeowners (we live here, not just random property owners looking to develop our property, which came across in Rene's presentation.)
- Found the examples used to look too much like a city, not a small community, which we're trying to preserve
- The new multi-unit building on the corner of Bricker and Mill Street in Port Elgin is a terrible example of building to blend in. It does not fit in with the century-old homes that surround it. Definitely don't want to see any of that in either community.
- If the goal is to maintain the character of the community in Southampton, a lot more work needs to go into these standards and guidelines, including much more green space. More green space contributes to a healthier community.

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Southampton needs to preserve its historic "small town" heritage. Limit intensification to High Street from Grosvenor to Victoria Streets. Leave development to the normal full scope planning process elsewhere for complete community involvement including Part 4 Designation of Heritage Act. Port Elgin is ripe for intensification. Reference? The Arlington!	Complying with detailed requirements of a CPOS in the reduces Southampton Downtown Commercial Core and the currently identified area in Port Elgin is excellent. Look for ways to reduce the expense of moving forward with redevelopment (tax breaks, grants, etc.) and find ways to attract individual owners to 'partner' with developers … ??? Remember winter overnight parking is restricted; the Town of Saugeen Shores needs to decide on allowing overnight parking on alternate sides or rotating lots or building parking garages. No one can live and work in our community without a car; no public transport and taxiing everywhere is too expensive. I support redevelopment of Port Elgin's downtown core. Maybe longer store fronts to permit parking garages behind for the residential spaces above? Would, for example, a restaurateur mind more glass for their patrons? I don't know, I am only a patron. If the streetscape is pretty it's a better view than the confines of the booth.
N/A	Port Elgin Active Main Street Permit area - slide 12. The current heigh regulations should be maintained. A 5-6 storey structure in the downtown core, even with step backs, would not fit with the current existing buildings. A max height of 3-4 stories, similar to what already exists, should be maintained without variance. There are single/multi family dwellings adjacent the core / on the highway, that should be considered. A towering building will block light, increase noise, and not fit with the current character of the town. Additionally, and it was not discussed, any new high density residential buildings should be geared-to-income or low-income as that is a massive need in our community. We do not need any more "luxury" housing.



Image source: GPA