

## Talbot on the Trail

Demonstration Report  
 Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision  
 June 15, 2020



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# Introduction

## 1.1 Executive Summary

The Cleave Group is pursuing applications for Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision to develop the site located with frontage on Talbot Street in the Town of Picton, County of Prince Edward. The site has a total site area of 8.56 hectares. The intent of the proposed applications is to develop the lands with a residential subdivision, containing a combination of front loaded townhouse dwellings, stacked townhouse dwellings, back-to-back townhouse dwellings, and one single-detached dwelling, as well as recreational uses.

The applicant identified this site for development as having great potential to address existing housing constraints currently experienced in the County of Prince Edward. The applicant intends to diversify the housing stock in this neighbourhood in order to create more attainable opportunities for housing within the County.

The subject site is designated Urban Centre, as shown on Schedule E to the County of Prince Edward Official Plan. The Picton Urban Centre designation is subject to the policies of the Picton-Hallowell Secondary Plan. As per Schedule A of the Picton-Hallowell Secondary Plan, the lands are designated Town Residential Area and Environmental Protection Area. The site is zoned Future Development (FD) in the County of Prince Edward Comprehensive Zoning By-law No. 1816-2006. An application for zoning by-law amendment is required to permit the development of the site.

An application for Draft Plan of Subdivision is proposed to create lots and blocks. An application for Official Plan Amendment is necessary to amend three schedules of the Picton-Hallowell Secondary Plan, including Schedule A, Schedule B, and Schedule F to reflect the existing condition of the site and changes proposed by the development. Future applications for Draft Plan of Standard Condominium will be sought for several of the blocks to create individually sellable units and to establish common elements, including private access lanes and common green space, to be owned and maintained through a condominium corporation.

Supporting technical studies, including an Environmental Impact Study, a Traffic Impact Study, and Servicing and Stormwater Management Report, have evaluated the technical aspects of the proposed development. These studies support the proposal and describe the technical needs and requirements of the proposed development.

The proposed development will be built-out in phases, the first of which is anticipated to include Block 101, Block 102 and Street A. The site will be zoned according to the proposed use and appropriate performance standards for each Lot or Block within the subdivision.

The purpose of this report is to assess the appropriateness of the proposed development in the context of the surrounding area and the policy and regulatory framework applicable to the subject site. It is our opinion that the proposed development is consistent with the land use policies and strategic direction for the subject site and that it represents an appropriate form of development.

## 1.2 Introduction

Fotenn Planning + Design has been retained by Cleave Group to prepare this planning justification report in support of applications for Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision for the consolidated lands located with frontage on Talbot Street in Picton in the County of Prince Edward. The site has a total area of 8.56 hectares. The purpose of this application is to permit the phased development of a residential subdivision containing 55 two-storey standard townhouse dwellings, 138 three- to four-storey stacked townhouse dwellings, 96 two- to two-and-a-half-storey back-to-back townhouse dwellings, one two-storey single detached dwelling, and one park. The development will feature municipal roads as well as private condominium lanes and common element landscaping and parking areas. A Condominium application will be submitted at a

future date to establish Condominium units and their respective common elements. At full build-out, the proposed development will contain a total of 290 residential units.

A pre-application meeting has been conducted with municipal staff which identified the application requirements. Additional consultation has occurred with staff at various meetings and site visits to confirm requirements.

Accordingly, the following are submitted in support of the application:

- / Concept Plan;
- / Draft Plan of Subdivision;
- / Environmental Impact Study;
- / Traffic Impact Study;
- / Serviceability and Stormwater Management Report;
- / Preliminary Grading and Servicing Plans;
- / Application fee(s);
- / Completed Application forms;
- / This Planning Rationale.

The purpose of this report is to assess the appropriateness of the proposed development and the requested amendments in the context of the surrounding community and policy and regulatory framework applicable to the property.

### 1.3 Development Applications

The subject site is designated Urban Centre, as shown on Schedule E to the County of Prince Edward Official Plan. The Picton Urban Centre designation is subject to the policies of the Picton-Hallowell Secondary Plan. As per Schedule A of the Picton-Hallowell Secondary Plan, the lands are designated Town Residential Area and Environmental Protection Area. The site is zoned Future Development (FD) Zone on Picton Schedule A1-West in the County of Prince Edward Comprehensive Zoning By-law No. 1816-2006.

The Future Development (FD) zone applies to areas identified for future development, and is generally intended to be rezoned once a development proposal is brought forward. As such, a Zoning By-law Amendment is required to permit and define the proposed uses as well as establish appropriate provisions, such as setbacks and height. In order to establish appropriate zoning across all areas of the subject site, 13 new special zones are proposed. Each special zone has been tailored to specific portions of the site in order to permit the proposed uses and recognize site constraints, as well as describe appropriate performance standards.

A technical Official Plan Amendment is also required to amend three Official Plan schedules. An amendment to Schedule A Land Use of the Picton Secondary Plan is required to amend the Environmental Protection Area boundary in order to demonstrate the actual environmental condition of the site. An amendment to Schedule B Transportation Map of the Secondary Plan is required to add the proposed local roads. An amendment to Schedule F Service Areas is also required to alter the service area boundary and establish the subject site within Service Area 1. This Official Plan Amendment is technical in nature to alter schedule boundaries and will not result in any changes to the designation of the site.

An application for Draft Plan of Subdivision is being submitted concurrently with the applications for Official Plan Amendment and Zoning By-law Amendment to create lots, blocks and streets.

An application for Plan of Condominium will be submitted under separate cover at a later date to establish condominium units and associated common elements.

## Surrounding Area and Site Context

The subject site is located along the north side of Talbot Street (Country Road 4) abutting the Millennium Trail in the west end of the Town of Picton Urban Centre. The site is bound by Talbot Street to the south, Millennium Trail to the west, the future Downes Avenue extension to the north, and a developing residential subdivision to the east. The site has an area of 8.56 hectares with approximately 185 metres of front along Talbot Street and approximately 210 metres of frontage on the Millennium Trail. The subject site is currently undeveloped and contains former agricultural lands.

The surrounding area is predominantly comprised of residential dwellings with rural uses located west of the subject site outside of the urban boundary. The subject lands are located approximately 600 metres west of Loyalist Parkway (Picton Main Street) which forms part of Picton's downtown core. Commercial uses and services are located on Loyalist Parkway in proximity to the site.



Figure 1: Surrounding Area Context – Aerial (Source: Ontario Agricultural Maps)

The following uses are located in proximity to the subject site:

**North:** Residential

**East:** Residential

**South:** Residential, Rural/Agricultural

**West:** Millennium Trail, Rural, Commercial, Residential

Vehicular access to the site is available via Talbot Street, which connects to Highway 33, also known as Loyalist Parkway or Picton Main Street. Loyalist Parkway extends southwards from Highway 401, near Trenton, through Prince Edward County and ultimately connects to Kingston by way of the Glenora Ferry, making it a major arterial route in the County. Sidewalks are not currently present along Talbot Street, however cycling is supported. The

subject site abuts the Millennium Trail which is a majority activity route which offers the opportunity for active transportation methods throughout the County.

Picton is currently serviced by Deseronto Transit, which offers public transit services between Picton/Bloomfield and Belleville four times a day, Monday to Friday. Prince Edward County has been granted funding to create and expand an on-demand transit network throughout Prince Edward County. While transit stops are not located adjacent to the subject site, stops are located within Picton's downtown area. Future additional transit stops will be offered in the downtown core, providing local transit connections within Picton, as well as connections between Picton, Belleville, Trenton, and Wellington.



Figure: Site Context – Aerial (Source: Google Maps)

## 3.0 Development Proposal

The applicant intends to develop the subject lands in a manner which contributes positively towards the vibrancy and viability of Picton. The proposed development places priority on pedestrian and active-transportation modes of transportation as well as vehicles. The development seeks to redevelop and intensify an existing greenfield within the urban boundary of Picton. The development seeks to incorporate sidewalks, public park space, connection to the Millennium Trail, as well as private park space for residents. The development will provide seamless a connection to existing adjacent residential development and subdivisions. The proposed redevelopment seeks to strike a balance between appropriate urban residential density, sustainability, and improved quality of life for all.

### 3.1 Plan of Subdivision + Future Plan of Condominium

The applicant is proposing to subdivide the 8.56-hectare site into 1 Lot and 13 Blocks. The subdivision will contain residential and open space uses. The development will contain a variety of residential built forms, including stacked townhouses, back-to-back townhouses, front loaded townhouses, and one single detached dwelling. The following is a proposed breakdown of the proposed Lots and Blocks, as well as their proposed use:

/ Lot 1	Residential (Single Detached Dwelling Lot)
/ Blocks 101-110	Residential (Townhouse)
/ Blocks 201-202	Infrastructure (Municipal Road and Pumping Station)
/ Block 301	Open Space (Parkland to be Dedicated)

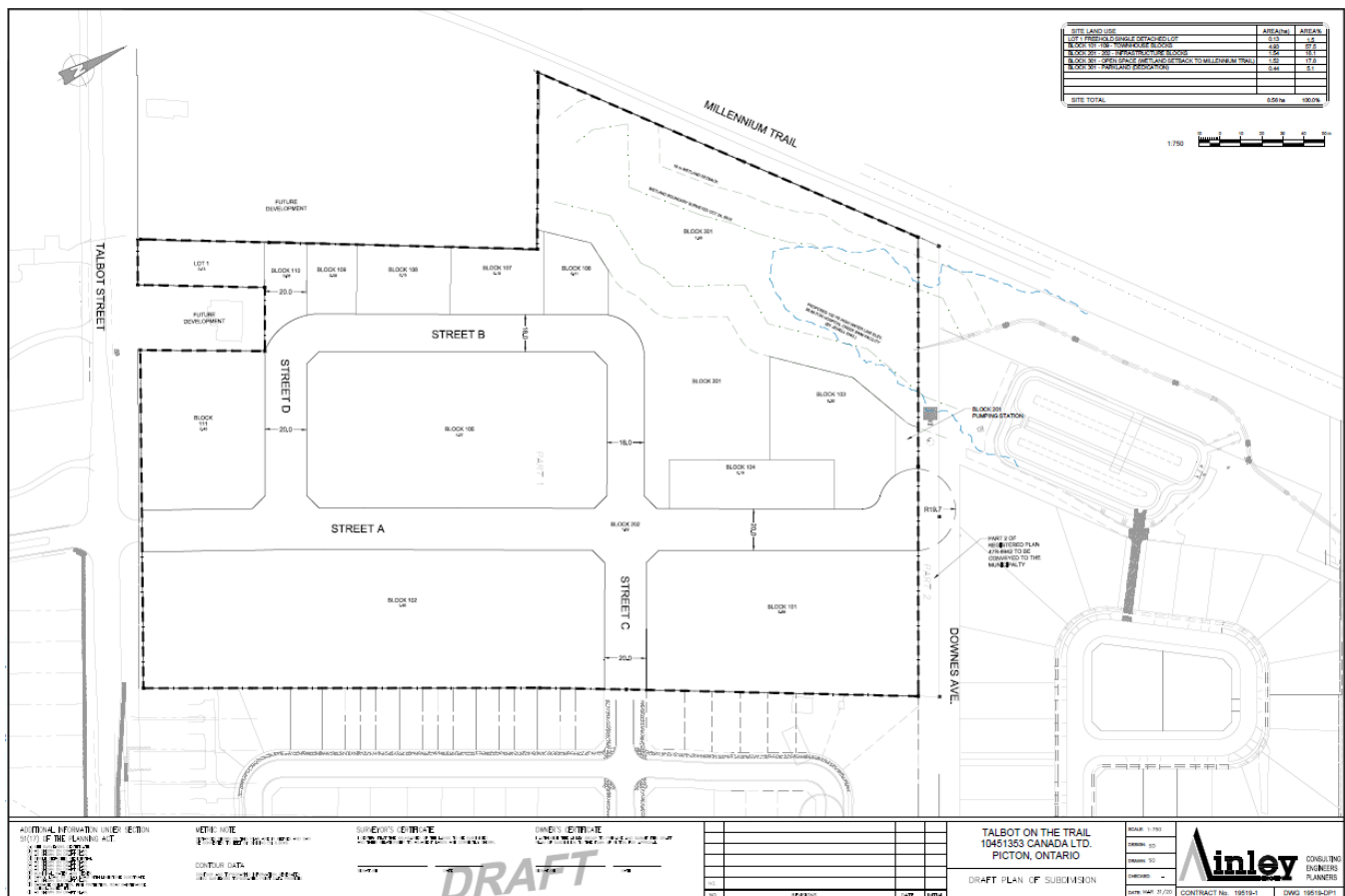


Figure 2: Draft Plan of Subdivision (Source: Ainley Group)

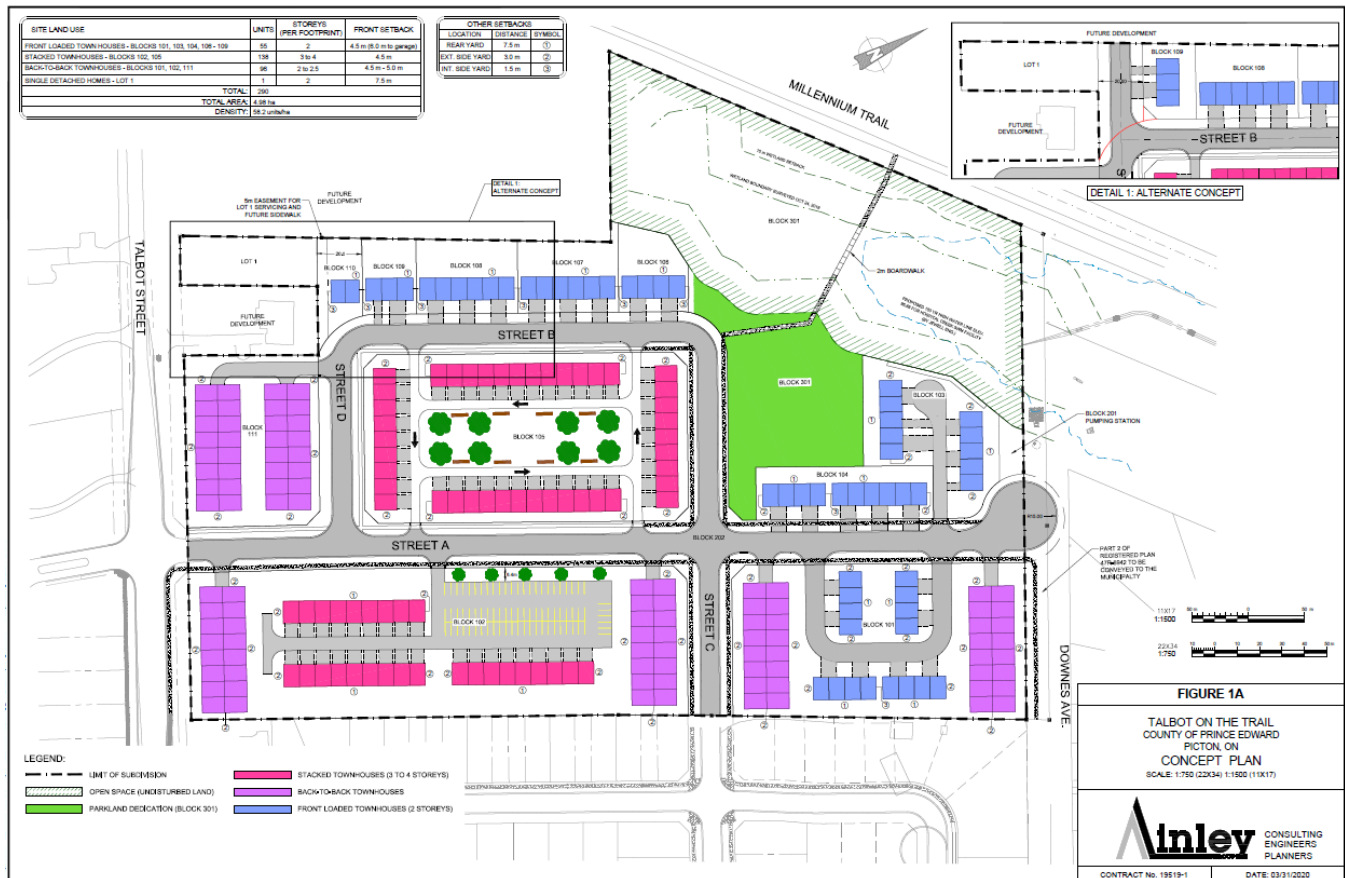


Figure 3: Concept Plan (Stacked townhouses shown in pink, back-to-back townhouses shown in purple, traditional townhouses shown in blue, and parkland shown in green) (Source: Ainley Group)

Blocks 101-103, 105 and 111 will contain shared features such as private laneways, visitor parking areas, and communal green spaces. Therefore, a future condominium application will be submitted under separate cover to establish the units in these blocks as a Standard Condominium having shared responsibility of maintenance of the common elements. Residential blocks 104 and 106-110 contain standard townhouses that front onto a municipal road and therefore will be maintained as freehold units. The park block (301) will front onto a municipal road and is proposed to be conveyed to the County.

While the development will incorporate municipal streets, condominium lanes are also proposed in order to afford the ability to establish unique design standards and a reduced roadway width compared to the municipal standard. A reduced road width will in turn lead to minimized hard surfaces, increased green space, a more efficient use of land and improved traffic calming.

### 3.2 Single Detached Dwelling

The proposed development will contain one single-detached dwelling located on Lot 1. Due to the existing shape of the subject site, an approximately 0.13-hectare parcel of land is located with a small portion of frontage on Talbot Street. Due to the proposed lot fabric, this parcel will contain one single-detached dwelling. This parcel will have direct access from Talbot Street but will be serviced from the proposed development. A servicing easement is proposed over Block 110 to facilitate servicing.

### 3.3 Stacked Townhouse Dwellings

Stacked townhouse units are similar to traditional townhouse units, however they share a common side wall and are stacked vertically. Block 102 and a portion of Block 105 will contain a total of 138 stacked townhouse units. Stacked townhouse dwellings are proposed to be between three to four storeys in height. Block 105 will contain four rows of stacked townhouse dwellings and Block 102 will contain three rows of stacked townhouse dwellings.

Stacked townhouse units located on Block 105 will incorporate one-way rear lanes accessed from Street A and Street B in order to provide rear driveways interior to the Block and to maintain an interactive streetscape for municipal roads. Each stacked townhouse dwelling will consist of two separate residential units, stacked vertically, with frontage on a municipal road and rear lane access. The stacked townhouses located on Block 105 will have a strong interface with Street A and Street B. Vehicular access to each of the stacked townhouses will be from the private rear laneway and stacked townhouse will have a double car garage. One garage parking space will be provided for each unit and an additional parking space per unit will be provided in the double wide driveway. In total, each townhouse unit will have two parking spaces, one in the garage and one in the uncovered driveway. Each unit will have a front yard offering landscaped open space and amenity area.

The stacked townhouse dwellings on Block 102 will be situated interior in the Block and will provide a wide landscape buffer between the dwellings and Street A and between the lower density adjacent residential units east of the site. Similar to Block 105, each stacked townhouse dwelling will consist of two separate residential units stacked vertically, however, not all dwellings will be located with frontage on a municipal road. Vehicular access will be provided from a private internal lane accessed from Street A. Similar to Block 105, each dwelling will have a double car garage, with one garage parking space provided for each unit in addition to a parking space in the driveway, for a total of two parking spaces per unit. Each unit will have a front yard offering landscaped open space and amenity area.

### 3.4 Back-to-Back Townhouse Dwellings

Back-to-back townhouse units are similar to traditional townhouse units, however they share both a common side wall and a common rear wall. Block 110 and portions of Block 101 and 102 will contain a total of 96 back-to-back townhouse units. Each of the three Blocks will contain two rows of back-to-back townhouses. Back-to-back townhouse dwellings are proposed to be two to two-and-a-half storeys in height. Each unit will consist of three floors, the first of which will be a below grade garage and the above two floors will consist of the living space. Below grade parking for each unit will be accessed from a common private driveway entrance which will be used to access a common underground parking aisle with an entrance for each unit's garage. Each unit will have one underground parking space. Exterior entrances will also be provided at grade for each unit. Each unit will have a front yard offering landscaped open space and amenity area.

### 3.5 Front Loaded Townhouse Dwellings

Blocks 101, 103 to 104, and 106 to 109 will contain a total of 55 front loaded townhouse dwellings, also known as traditional townhouse dwellings. Rows of the proposed front loaded townhouse dwellings will range from four to six units. Front loaded townhouse dwellings are proposed to be 2 storeys in height.

Units located on Block 101 will be accessed by a private two-way through lane with two points of access from Street A, with each unit accessed by an individual private driveway. Units located on Block 103 will be accessed by a private two-way laneway from Street A terminating in a cul-de-sac, with each unit accessed by an individual private driveway. Units on Block 104 will have individual driveway access directly from Street A. Units on Blocks 106 to 110 will have individual driveway access from Street B. Each front loaded townhouse dwelling will have a front yard attached garage and driveway, which will provide each unit with two parking spaces. Each unit will have a rear yard offering landscaped open space and amenity area.

Front loaded townhouse dwellings located in Blocks 106 to 110 will provide the opportunity for basement second residential units. Units located on Block 103 will be maintained as rental units following construction.

### 3.6 Public Realm + Parkland Dedication

One new public park space is proposed to be developed on the subject site, identified as Block 301 on the concept plan. This public park will be 0.45 hectares in area, for a total site area of 5.2%. Connection to the park will be by public sidewalks located throughout the subdivision and connecting directly to the park. The proposed size of the park offers various opportunities for active and passive recreation to take place. This park will be dedicated to the County to provide public access. An additional 1.52 hectares will also be dedicated to the County, which is comprised of the wetland area between the proposed public park and Millennium Trail. A two-metre wide elevated board walk is proposed through the park and wetland area to provide connection to the Millennium Trail while also minimizing disturbance to the wetland area. On-street parking will be available on Street A, B, and C which will provide public parking for the benefit of the public utilizing the park.

A second open space area is proposed in Block 105 and will be a private common element feature of the stacked townhouses located on Block 105.

The overall development is intended to be a permeable neighbourhood that welcomes local residents and visitors to access and enjoy the park land. The proposed subdivision will be seamlessly integrated and connected to the adjacent residential development which will promote the use of the pedestrian realm and proposed public sidewalks. Rear lanes and private laneways have been proposed to minimize driveways from the view of the municipal streetscapes.

### 3.7 Access, Circulation + Parking

The proposed subdivision will incorporate municipal roads and private, condominium lanes. The municipal roads will include Streets A, B, and C. Street A will run north-south through the proposed development. Street A will be connected and provide access from Talbot Street, however, this street will terminate in a bulb at the north end of the subdivision as Downes Avenue is not currently constructed to this location. A future through connection may be provided once Downes Avenue is extended. Street C will provide connection east-west in the subdivision. Street C will be connected and provide access from the extension of Washburn Street. Street C will intersect with Street A and will provide access to Street B in the western portion of the site. Street B will be connected to both Street A and Street C and will provide municipal frontage for Blocks proposed on the west side of the subdivision.

In order to reduce the paved surface of the subdivision, private, condominium roads are proposed for rear lanes and internal site connection. As well, the inclusion of private lanes will offer greater flexibility for design and will offer a slower, pedestrian oriented network. The plan submitted is a concept plan and through site plan control review and future applications for plan of condominium, detailed and further design for the private lanes will occur. Sidewalks will be located throughout the subdivision within the municipal rights-of-way to offer pedestrian connection throughout the site.

All residential dwellings will provide on-site parking in the form of driveways and garages. Back-to-back townhouse dwellings will feature underground parking and garages. A visitor and resident parking area containing 74 surface parking spaces will be located in Block 102. This area will offer visitor parking that can be managed by the future condominium corporations. Sufficient setback will be provided from Street A to allow for landscaping to screen parking from street view.

Block 110 has been designed to offer flexibility in future design. The block can accommodate either a residential use or a municipal right-of-way, as shown in the Concept Plan in Figure 3. Although the applicant does not own the lands to the west, should they be acquired prior to the development of the proposed subdivision, Block 110 can be converted to a road.

### 3.8 Phasing

The proposed development will be built in multiple phases. Construction is anticipated to begin in 2021. Phase 1 will generally include Block 101 and 102 as well as Street A, located in the eastern portion of the subject site. In total, 16 front loaded town house dwellings, 27 stacked townhouse dwellings and 64 back-to-back townhouse dwellings will be developed during Phase 1, as well as the surface parking lot containing 74 spaces.

Further phasing details will be determined through technical review of site plan and draft plan of subdivision approval. The above noted outline is intended to provide staff, Council and members of the public with a high level overview of the intended schedule of development; however, it is important to note that the proposed phasing may change during the detailed design stage and/or due to market demand changes.

## Supporting Studies

### 4.1 Environmental Impact Study

An Environmental Impact Study (EIS) was prepared by Ainley Group in May 2020 to document environmental features of the subject property and to provide an overview of potential impacts and mitigation measures. Through desktop review and field investigations, the EIS addressed vegetation and vegetation communities per the Ecological Land Classification, undertook a Species at Risk review, significant features on the subject property and surrounding lands, and birds, wildlife, and herpetofaunal species and habitats.

The property consists of a mix of wetland, agricultural field, deciduous thicket, and mixed forest. The wetland feature (which includes the headwaters of Hospital Creek) is not interpreted to support fish and fish habitat. The EIS indicates that the topography of the subject property is generally sloped from south to north (Talbot Street to the Hospital Creek wetland). The elevation of the property ranges from approximately 105 metres above sea level on Talbot Street to 95 metres above sea level within the Hospital Creek wetland. Drainage on the subject property includes sheetflow to the northwest which eventually enters the Hospital Creek wetland and is directed north within Hospital Creek. A 15-metre setback is required from the 100-year high water mark.

The subject property is identified as within the Prince Edward Peninsula physiographic region, which is a plain or low plateau of limestone projecting into the eastern part of Lake Ontario, and is underlain by limestone bedrock of the Lindsay Formations. Soils on the site are considered to be coarse-textured glaciolacustrine deposits including sand, gravel, minor silt and clays of foreshore and basinal deposits.

The study area is located within the 6E-15 Lake Simcoe-Rideau Ecodistrict within the Mixedwoods Ecozone. Field surveys were completed by Ainley Group on July 18 and 23, and November 28, 2019 to document vegetative species and communities within the project limits. During the field investigation on November 28, 2019, four Butternut or Butternut hybrid trees were observed. Species specific Butternut Health Assessments will be completed for these trees in the spring of 2020 ("leaf on" period) to confirm if they are hybrids or required permitting and approvals. The EIS provides additional detail related to the vegetation and vegetative communities observed within and adjacent to the study area.

The subject property is located adjacent to the headwaters of Hospital Creek, which ultimately flows into Picton Bay (Lake Ontario) approximately 2.5 km northeast of the subject property. During the site visit, there were no permanent creeks or ponds observed on the subject property; however, there is a wetland feature which is associated with Hospital Creek. Per Quinte Conservation Authority policy, a 15 m setback is to be applied from the wetland boundary for all wetlands less than 2 ha in size. No aquatic Species At Risk were identified on or adjacent to the subject property. The wetland features present on the subject property do not appear to provide fish habitat.

A portion of the subject property falls within Intake Protection Zone (IPZ) 2 for the Town of Picton. The Town of Picton water system provides potable drinking water to 6,000 people in Picton and 600 people in the Village of Bloomfield (Quinte Sourcewater, 2019). Quinte Source Protection has identified fifty-one (51) significant threats to sourcewater, some of which require the preparation of a Risk Management Plan. It should be noted that an RMP is only required for commercial properties and not residential areas. The current proposed development only includes residential properties; regardless, consultation is being undertaken with Quinte Source Protection to discuss the proposed development in relation to any source water protection requirements. Per Quinte Source Protection, the only activity on the subject property that may require a Risk Management Plan is the storage of snow, whereby a Plan is required if snow piles will be greater than 1 ha.

Water distribution and sanitary sewers will be provided by existing municipal services located adjacent to the subject property. Sanitary sewers will incorporate a gravity flow system to a central pumping station and forcemain. The sanitary system including the pumping station will be designed in accordance with MECP design guidelines for sewage works. All of the identified sewer and water distribution systems will remain offline from

the identified surface water feature. As such, no impacts to Hospital Creek and the associated wetland are anticipated as a result of the sewer and water distribution systems.

Habitat within the subject property includes forest, agricultural, and wetland features. A total of five (5) bird species were observed within the study area including Black-Capped Chickadee, Blue Jay, Morning Dove, Northern Cardinal, and Ruffed Grouse. Observations of wildlife species included white-tailed deer, as well as habitat for other southern Ontario species including Cottontail Rabbit, Raccoon, and Striped Skunk. Herpetofaunal species observed included only Northern Leopard Frog, and additional species are anticipated to be present, and may include Eastern Gartersnake and Green Frog.

A site assessment for Species at Risk was completed, including a review of background data from other sources. One SAR, Butternut, was potentially observed on the subject property. A Butternut Health Assessment will be completed in the Spring of 2020 to confirm status and approval requirements. Field studies will be completed in spring 2020 to determine the presence of SAR grassland bird species.

The subject site does not contain, nor is adjacent to, Provincially Significant Wetlands (PSWs), Coastal Wetlands, Significant Woodlands, Significant Valleylands or Areas of Natural, Dynamic Beaches, Scientific Interest (ANSI) or Significant Wildlife Habitat.

Schedule A: Secondary Plan Land Use Map within the Secondary Plan shows an Environmental Protection Area on the subject property. This area extends along the northwest portion of the subject property and includes the Mixed Forest and Willow Mineral Deciduous Swamp vegetation communities adjacent to the Millennium Trail. The Environmental Protection Area also extends east from Hospital Creek and includes the anthropogenically influenced Grey Dogwood Deciduous Shrub Thicket vegetation community. Although the local significance of the feature has not been identified within planning documents or by regulatory authorities, the feature is considered to be associated with the headwater area of Hospital Creek. A 15 metre setback or "buffer" has been recommended for this feature. This identified Environmental Protection Area does not contain, nor is adjacent to, Provincially Significant Wetlands (PSWs), Coastal Wetlands, Significant Woodlands, Significant Valleylands, fish habitat, or Areas of Natural, Scientific Interest (ANSI) or Significant Wildlife Habitat.

The study found that the proposed development may impact multiple natural heritage features across the site, specifically:

- / Entrance and road construction, footprint excavation, and site grading activities, may result in the release of sediment into the adjacent natural features. In addition, exposed soils and/or stockpiles of excess material (such as earth, rock) can result in sediment transport to these areas during rain events.
- / During construction activities, the potential for accidental fuel or lubricant spillage, debris accumulation, and subsequent contamination to surface water is increased.
- / A portion of the subject property lies within the boundary of the Picton water supply system sourcewater protection - IPZ 2, as defined by Quinte Source Protection. As such, activities on the subject property have the potential to impact sourcewater for the Picton water supply system.
- / Construction activities will result in the removal of vegetation for the proposed buildings and associated roads and parking lots.
- / Potential impacts to wildlife and bird migration are anticipated to predominantly be associated with footprint clearing, excavation, and grading activities, and are expected to be temporary in nature. Given the existing disturbed nature of the majority of the subject property, the finished development is not anticipated to have any long term impacts on wildlife and bird migration.
- / The wetland feature associated with Hospital Creek will be maintained and will continue to be available for use as a corridor feature.
- / There are potential for impacts to the following Species At Risk, Snapping Turtle, Short-eared Owl, Common Nighthawk, and additional studies have been recommended for Butternut, Eastern Meadowlark, and Grasshopper Sparrow.
- / The identified wetland associated with Hospital Creek, and the associated buffer are considered to be generally sensitive areas within the boundary of the subject property. The current concept plan includes

the construction of a boardwalk through the wetland. This construction may impact flora and fauna, should it not be completed properly. Further, it is understood that, due to a high groundwater table in portions of the subject property, fill material will be brought to the site to accommodate development. This fill material is proposed to extend up to 9 m within the identified vegetated setback (described below) at a slope of 3:1. QCA was consulted regarding required approvals for this fill, and QCA noted that there were no concerns aside of notification to their attention prior to moving any earth in this area.

The following recommendations are made to mitigate the effects of the above-noted impacts to natural heritage features:

- / To minimize the potential for impacts associated with erosion, sedimentation, and the deposition of other deleterious materials (i.e. pollution of Hospital Creek and the associated wetland), mitigation measures as outlined in Sections 8.1.1 and 8.1.2 should be employed.
- / If the storage of snow on the subject property requires snow piles greater than 1 ha, then a Risk Management Plan will be required. If required, the Risk Management Plan is to be generated in accordance with policies identified within the Quinte Region Source Protection Plan (Quinte Region Source Protection Committee, 2019). Further, although not requiring a Risk Management Plan, sewage works for the proposed development will require regular inspections and maintenance by the Municipality, per Quinte Source Protection Policy 2-7-E.
- / Vegetation removal on the subject property should respect the migratory breeding bird timing window (early April to late August). Tree removal during construction should utilize appropriate tree felling and grubbing procedures in order to minimize impacts on surrounding vegetation.
- / A 15 metre vegetated buffer is to be kept adjacent to the identified wetland boundary on the subject property. Where possible, existing site vegetation (i.e. trees) should be conserved and incorporated into the design. This 15 m setback from the wetland includes the proposed 100-yr high water level of the stormwater facility.
- / QCA was consulted regarding required approvals for this fill, and QCA noted that there were no concerns aside of notification to their attention prior to moving any earth in this area. QCA should be consulted with / notified prior to the completion of any grading within the 15 m vegetated buffer.
- / Further to consultation with QCA, any graded areas within the 15 m vegetated buffer should be seeded with a native seed mix typical of Prince Edward County and Ontario Plant Hardiness Zone 6a
- / Care should be taken during construction to avoid incidental contact with wildlife.
- / The construction contractor should be familiar with the SAR noted in this report. If SAR are identified during construction, all works in the immediate area should cease and the MECP must be contacted for direction on how to proceed.
- / Harassment to SAR should not occur during construction activities.
- / Prior to any development within 30 m of the wetland associated with Hospital Creek, a development permit may be required from QCA. Confirm with QCA regarding approval requirements before proceeding with work in this area.
- / Boardwalk construction should be completed outside of the general breeding period for frogs and toads in the Great Lakes Basin (March 1st to July 31st) and migratory bird breeding and nesting period (early April to late August; Section 8.1.3).
- / The boardwalk should be designed with the minimum footprint possible, to minimize the impacts to the surrounding environment. This should include avoiding dredging, infilling, clearing, removal of aquatic structure, and designs that will modify water levels within the wetland.
- / The boardwalk should be designed to minimize maintenance requirements. The placement and design of the boardwalk will be developed in consultation with QCA.
- / Based on preliminary information, it is recommended that the Environmental Protection Area zoning footprint be modified to preserve the wetland area only. This would be scaled down from the existing Environmental Protection Area footprint on the subject property.

## 4.2 Traffic Impact Study

A Traffic Impact Study was prepared by Ainley Group in May 2020 to address current traffic conditions, the development site, its trip generation, distribution and assignment, future traffic conditions and site traffic conditions, traffic impacts and any necessary mitigation measures. The road network addressed in this study consists of Picton Main Street (Highway 33), Talbot Street, Downes Avenue, King Street, Walton Street and Washburn Street.

The County's Picton Urban Centre Secondary Plan indicated that a new road is expected to connect Talbot Street at the site access with Picton Main Street at the existing No Frills entrances, and this is expected to be built in the next 1-2 years. There will be a northbound left turn lane, a southbound left turn lane and a southbound right turn lane on Talbot Street at the site access/new road. An eastbound left turn lane will also be provided on the new road. For the intersection of Picton Main Street with Talbot Street, an eastbound left turn phase will be added. Although the Secondary Plan indicates that Washburn Street and Downes Avenue will be extended to Millennium Trail, the Frank Street site plan does not show Washburn Street connecting to the Millennium Trail, however a pedestrian connection will be provided. The Traffic Impact Study does not assume significant improvements to King Street and Walton Street will occur throughout the horizon years.

Traffic analysis was undertaken for existing and future traffic conditions. The analysis for existing traffic conditions indicates that an acceptable level of service B or C occurs at the intersections under the existing conditions and thus no improvements related to intersection operations are required at this time on the basis of the intersection operational analysis. The analysis for future traffic conditions indicates that due to the proposed increase in background volumes, the levels of service of the intersections will deteriorate and intersection delays will increase to approximately 34 seconds or less. However, acceptable levels of service B, C and C will be provided at the intersections of Rollins entrance/Talbot Street, King Street/Walton Street and Picton Main Street/Talbot Street respectively in the 2037 horizon. As such, no improvements to the road system are required on the basis of the intersection operational analysis.

Most of the existing/proposed turn lane storage lengths can accommodate future 2037 queue lengths 95 percent of the time except for the eastbound left turn lane and southbound left turn lane at the intersection of Picton Main Street with Talbot Street/Lake Street. It is recommended that the eastbound left turn lane on Picton Main Street at Talbot Street be extended to 45 m from the existing 25 m by reducing the existing parking lane through pavement marking. Although the southbound left turn lane is shorter than the desirable 40 m (existing 20 m), no changes are expected based on the County's latest reconstruction plan for the intersection.

The traffic impact study indicates that although the condo access on the west end of Street "A" is located at the taper area of the run-out lane/left turn lane of the main site access at Talbot Street which is not desirable, given the limited 16 units will use the underground parking access, it is considered acceptable. As well, acceptable sight lines are proposed at the location.

## 4.3 Preliminary Stormwater Management Report

A Preliminary Stormwater Management Report was prepared by Ainley Group in May 2020 with considerations for hazardous lands and setbacks, site grading, and stormwater management. This report was prepared with consideration for additional background material, including the Preliminary Geotechnical Investigation and Environmental Impact Study.

The site is on vacant land, and currently consists of wetland, agricultural field with wooded areas near Downes Avenue right-of-way and within the wetland adjacent to Millennium Trail. There are no defined creeks, or streams within the subject lands. The study revealed that the site consists predominantly of topsoil over silty sand, over brown silt and glacial silt. The ground water was encountered 0.05 metres to 3.9 metres below existing ground. The site is tributary to the Prince Edward Region watershed and regulated by Quinte Conservation Authority (QC). The subject lands are included in the drainage area to the Hospital Creek Stormwater Management Facility

at the north end of the site, where it will provide Enhanced Level Protection (80% removal of suspended solids) and quantity controls to the satisfaction of the municipality and Quinte Conservation.

The proposed site grading will generally follow existing drainage patterns northerly toward Hospital Creek. Stormwater from the majority of the development including the internal roads, will be conveyed via curb and gutter and a storm sewer system sized to convey the 5-year flows and ultimately discharge to the Hospital Creek Stormwater Facility via the Downes Avenue storm sewer. The post-development drainage areas adjacent to the wetland are proposed to sheet drain to the wetland. Major system flows (in excess of the storm sewer capacity) from the all drainage areas will be safely conveyed toward Hospital Creek via Downes Avenue right-of-way.

Implementation of the best management practice measures has been considered. In accordance with recommendations from the Environmental Impact Study, buffering 15-metre setbacks to lot lines are proposed for protection to the existing wetland. Where possible, existing site vegetation (i.e. trees) should be conserved and incorporated into the design. To help maximize the opportunity for infiltration of surface water, roof leaders will be diverted onto vegetated areas.

The municipality will be responsible for maintenance of the proposed development including roads, storm sewer systems and the wetland. An erosion and sediment control strategy should be implemented as part of the detailed engineering drawing package in accordance with recommendations from the Environmental Impact Study.

#### 4.4 Final Preliminary Geotechnical Investigations Report

A Geotechnical Investigation was prepared by Ainley Group in May 2020. The purpose was to conduct a geotechnical site investigation, soil sampling and testing within the subject site in accordance with the received agreement and to prepare a geotechnical report and recommendations based on the information obtained during the geotechnical site investigation completed in order to advance the preliminary design and construction of the overall project.

The field program consisted of the advancement of a total of eight boreholes throughout the proposed project area. The boreholes were advanced by means of a track mounted CME-55 drill rig equipped for soil sampling, advanced to depths ranging from 3.0 metres to 7.50 metres below existing site grades. Representative samples of the subsoil materials encountered within the boreholes were collected for further visual review; however soil samples were not submitted for further laboratory analysis due to the site's shallow overburden condition.

Subsoil conditions encountered throughout the site generally consist of a topsoil, silty sand, silt, and till. Groundwater infiltration and or surface water was encountered at the majority of the boreholes. The subsoil and groundwater conditions encountered at the test locations are considered to be generally representative of the subsoil and groundwater conditions across the site.

The results of the investigation program revealed that there is one predominate founding layer across the site suitable for the placement of the proposed foundations; namely the compact to dense glacial till encountered in all boreholes with exception to BH3. A number of recommendations are offered to advance the detail design of the proposed development. Conventional strip and spread footings may be designed to bear directly on the compact to dense glacial till encountered at approximate depths ranging from 0.8 metres to 1.5 metres. Alternatively, foundations may be placed on properly constructed engineered fill built up from the approved founding surface (till or silt with clay). Engineered fill should consist of granular material approved by the engineer and compacted to 100% Standard Proctor Maximum Dry Density. All exterior footings for unheated structures must be protected by a minimum of 1.5 m of earth cover or equivalent, and 1.2 m for heated structures in order to provide protection against detrimental frost action.

Assuming the structures will have basements, normal slab on grade can be carried out following the removal of all overburden materials and surficial topsoil to expose the underlying glacial till or stiff silt with clay and building up granular fill materials from the approved glacial till or silt with clay surface by placing Granular 'B' Type II

material in lifts suitable with the compaction equipment used to achieve a minimum of 100% Standard Proctor Maximum Dry Density.

Based on the observations made during the field investigation, significant groundwater infiltrations may be encountered within excavations, however it should be noted that groundwater levels will fluctuate seasonally and also during periods of drought and precipitation. Development areas within the site should be graded in the early stages of construction to provide for positive runoff of all surface water. The pumping of groundwater will be required during excavation of the shallow overburden. Contractors should review the groundwater levels at the time of construction to ensure suitable dewatering operations are in place to keep the groundwater level below the excavation during the construction period.

It is recommended that all foundation and subgrade materials be inspected by qualified geotechnical personnel prior to the placement of concrete for footings in order to ensure that the materials and founding elevations are consistent with the recommendations of this report. It is also recommended that the placement and compaction of all fill soils be monitored and tested by qualified geotechnical personnel to ensure that the appropriate materials and compaction densities are achieved.

Additional information is provided in the report related to excavation, seismic classification, suitability of material, utility trenches, and pavement design.

## Policy and Regulatory Framework

### 5.1 Provincial Policy Statement, 2020

The 2020 Provincial Policy Statement (PPS), coming into effect on May 1, 2020, provides high-level land use policy direction on matters of Provincial Interest as they relate to land use planning and development in Ontario municipalities. Decisions of municipal councils must be consistent with the PPS, which provides direction for issues such as the efficient use of land and infrastructure, the protection of natural and cultural heritage resources, maintaining a housing stock that appropriately addresses the demographic and economic diversity of households, supporting long-term economic prosperity, and preserving natural resources for future uses. PPS policies that are directly relevant to the proposed development are discussed below, with the policy cited in *italics*:

#### Section 1.0 – Building Strong and Healthy Communities

Section 1 of the PPS provides direction for the creation of strong and healthy communities. The efficient use of land is supported through sustainable development patterns which consider the needs of communities, the environment, public health and safety, and economic growth. This section will address those policies which are relevant to the proposed development.

##### 1.1.1 Healthy, liveable and safe communities are sustained by:

- a) *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*

The proposed development provides an efficient land use pattern which optimizes residential and recreational uses. Municipal roads, in combination with private condominium roads and rear lanes with a reduced road width, are proposed to minimize land consumption and paved surface area.

- b) *accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*

The proposed development contains a variety of residential unit types, including multiple family dwelling units (both condominium and rental tenure), single-detached, front loaded townhouse, back-to-back townhouse, and stacked townhouse dwellings. Residential units located on Blocks 106 to 110 will offer the opportunity for basement second residential units and units located on Block 103 will be maintained as rental units. The proposed development will contain a mix of residential and recreational uses will contribute positively towards the long-term needs of residents and the municipality.

- c) *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*

Environmental or public health and safety concerns are not anticipated for the proposed development.

- d) *avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*

The proposed development will not result in the expansion of the settlement area.

- e) *promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*

The proposed development represents appropriate infill of under-utilized lands within the settlement area. Infill of under-utilized lands within the settlement area mitigates the need to expand the settlement area unnecessarily, making use of existing municipal infrastructure. Infill and intensification of residential uses in proximity to Picton's downtown core efficiently utilizes existing servicing infrastructure and minimizes land consumption.

- f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*

The proposed development will comply with the standards of the Accessibility for Ontarians with Disabilities Act (AODA). This will help to ensure that accessibility is maintained for persons with disabilities and older persons.

- g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*

The proposed development will utilize existing municipal services and infrastructure.

- h) promoting development and land use patterns that conserve biodiversity; and*

The proposed subdivision provides a compact form of development that makes efficient use of land and has been designed to promote active transportation. Trees and other existing vegetation are planned to be preserved where possible. Where vegetation cannot be preserved, it will be replaced elsewhere through high quality landscaping and planting of native vegetation.

- i) preparing for the regional and local impacts of a changing climate.*

The development will result in a density of 58.2 dwelling units per net hectare. The proposed development seeks to integrate private condominium roads and lanes to reduce the paved surface of the development. The subdivision will integrate one large park space and will dedicate a large portion of Environmental Protection Area to maintain its conservation. As a result, the proposed development seeks to appropriately develop the subject lands while also promoting environmental protection and reduces impermeable surfaces.

Section 1.1.3.1 requires that Settlement Areas be the focus of growth and development. the subject site is located within the County's urban boundary, which is the designated growth area. The proposed development will result in 291 new residential units and new park areas which will contribute to the vitality and development of the urban area. Section 1.1.3.2 of the PPS requires that land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) efficiently use land and resources;*  
*b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*

The proposed development achieves a density of approximately 58.2 dwelling units per net hectare and contains a mixed of residential built forms. The subject site represents under-utilized land within the settlement area. Redevelopment and intensification of this site will more efficiently use available land and infrastructure within the urban boundary.

- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;*  
*d) prepare for the impacts of a changing climate;*

The design of the development emphasizes the promotion of environmental conservation and sustainable development practices through the retention of mature vegetation where feasible, including a portion of the lands designated Environmental Protection Area. The development seeks to integrate private condominium lanes with reduced width in order to reduce the paved portion of the proposed subdivision.

- e) support active transportation;*  
*f) are transit-supportive, where transit is planned, exists or may be developed; and*

Sidewalks are proposed within the municipal rights-of-way and will connect to the existing residential subdivision abutting the site to the east. A two-metre wide boardwalk is proposed to be connected to the Millennium Trail through the wetland area from Street B. These features will promote active transportation throughout the site and to surrounding uses. Although there is currently relatively limited public transit service in the area, the proposed development will increase potential ridership numbers in proximity to the downtown area, supporting the potential for efficient transit services offered by Prince Edward County.

*Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.*

The provisions of Section 1.1.3.3 are discussed below.

*Section 1.1.3.3 – Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.*

The Picton Urban Centre has undergone a secondary planning process through which the municipality has identified appropriate opportunities for intensification and redevelopment. The relevant policies of the secondary plan are discussed later in this report.

*Section 1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.*

The proposed development represents the intensification of generally under-utilized lands. The design of the subject site will allow for increased residential density in a compact form which is sensitive to nearby natural features. Through the inclusion of a park and boardwalk providing connection through the wetland from the subdivision to the Millennium Trail, the proposed development will promote active and healthy lifestyles. There are no anticipated risks to public health or safety as a result of the proposed development.

*Section 1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.*

The proposed development consists of a mix of residential built forms and open space. The proposal represents an extension of the abutting future residential neighbourhoods. Among residential uses, densities and built forms are varied, including single-detached, front loaded townhouse, back-to-back townhouse, and stacked townhouse dwellings. Intensification of under-utilized lands at this location will allow for a more efficient use of land within the urban boundary and of existing municipal infrastructure.

Section 1.4 of the PPS includes policies dealing with the provision and supply of housing. Section 1.4.1 and 1.4.2 deal with ensuring an adequate supply of housing is provided and this policy is regularly reviewed and assessed by the County. Section 1.4.3 deals with the nature of housing to be provided, and states:

1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

- a) *establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;*
- b) *permitting and facilitating:*
  - 1. *all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
  - 2. *all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*

The proposed development represents intensification of an under-utilized site within the urban boundary. The development will contain a variety of housing typologies, including single-detached, front loaded townhouse, back-to-back townhouse, and stacked townhouse dwellings. The proposed development represents an efficient

use of land within the urban boundary, introducing mixed-density housing forms which can be accommodated by existing municipal infrastructure.

- c) *directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*

The proposed development will utilize existing municipal services and infrastructure. The Traffic Impact Study demonstrates that the existing road network and proposed accesses to the site will have sufficient capacity to accommodate the proposed development.

- d) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*
- e) *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and*
- f) *establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.*

The proposed development will result in compact built form with a density of 58.2 dwelling units per net hectare and represents an efficient use of under-utilized land within Picton's urban boundary. Active transportation will be improved in the area through the creation of sidewalks and a publicly accessible boardwalk through the wetland area which offer connection from the subdivision to the Millennium Trail. New higher density residential development will support future expansion of the public transit system.

Section 1.5 provides policies related to public spaces, recreation, parks, trails and open space.

*Section 1.5.1 Healthy, active communities should be promoted by:*

- a) *planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;*

Sidewalks will be integrated in the municipal rights-of-way in the new streets. In addition, a connection will be included to provide access between the subdivision and the Millennium Trail. These features will encourage active transportation within the subdivision and to surrounding uses.

- b) *planning and providing for a full range and equitable distribution of publicly accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;*

Two open spaces will be integrated in the subdivision, one of which will be publicly accessible and the other will be private and incorporated in a common element condominium.

- c) *providing opportunities for public access to shorelines; and*

The subject site does not contain shoreline.

- d) *recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.*

The proposed development will result in 1.52 hectares of wetland dedicated to the County in addition to a 0.45-hectare public park dedicated to the County for the required five percent parkland dedication. No negative impacts will occur as a result of the proposed development.

*Section 1.6.2 Planning authorities should promote green infrastructure to complement infrastructure.*

The design of the redevelopment promotes environmental conservation and sustainable development practices. This is done through the retention of mature vegetation where feasible, the planting of native plant species, and providing appropriate control of stormwater quality. The raised boardwalk, which runs through the wetland, will connect the subdivision to the Millennium Trail which will support active transportation in the community.

*Section 1.6.6.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.*

The proposed development is located within the settlement area and will utilize municipal sewage and water services.

*Section 1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.*

The proposed development is located within the urban boundary and contains a mix of uses and densities. Public sidewalks are planned for the subdivision and will connect to the adjacent residential subdivision. While not located within Picton's downtown core, the subject site is located within 600 metres of commercial uses located along the western end of Loyalist Parkway. Higher density development in this location will encourage increased use of existing and planned public transit services, as well as active transportation facilities.

*Section 1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:*

- a) promote compact form and a structure of nodes and corridors;*
- b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;*
- c) focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed, or designing these to facilitate the establishment of transit in the future;*
- d) focus freight-intensive land uses to areas well served by major highways, airports, rail facilities and marine facilities;*
- e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;*
- f) promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure; and*
- g) maximize vegetation within settlement areas, where feasible.*

The proposed development represents a compact built form, with a site-wide density of 58.2 dwelling units per net hectare. The site is located with frontage on Talbot Street (County Road 4), one of the main transportation corridors in the County. Sidewalks and boardwalk through the wetland will improve connections between residential areas and the Millennium Trail. Fewer and shorter vehicle trips will be required to access businesses and services located at the western end of Loyalist Parkway. The design of the proposed development is sensitive to environmental constraints and known ecological features. Large portions of the site will be maintained as green space, including one public park, one private park, wetland area, and multiple landscaped common elements. As much existing vegetation as is feasible will be maintained across the site. New landscaping and planting of native species of vegetation will be introduced across the site.

## **Section 2.0 – Wise-Use and Management of Resources**

Section 2 of the PPS gives consideration to the wise use and management of resources, which provide economic, environmental, and social benefits. This is achieved through policies which provide for the conservation of biodiversity, protection of the health of the Great Lakes, and protection of natural heritage, water, agricultural, mineral, and cultural heritage and archaeological resources.

*Section 2.1.1 Natural features and areas shall be protected for the long term.*

An Environmental Impact Study has been completed which documents the environmental features of the subject site. The study indicates potential impacts to the natural environment, however, also provides numerous mitigation measures which will be undertaken to reduce impacts and protect the natural features of the site and surrounding area.

*Section 2.1.2 – The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.*

The EIS determined that the proposed development will have minimal impacts on the natural environment and wetland. The subject site does not contain, nor is it located adjacent to, Provincially Significant Wetlands (PSWs), Coastal Wetlands, Significant Woodlands, Significant Valleylands, Areas of Natural and Scientific Interest (ANSI), or Significant Wildlife Habitat.

*Section 2.1.8 Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.4, 2.1.5, and 2.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.*

The Environmental Protection Area Zone of the site was reviewed through the Environmental Impact Study which concluded that although the local significance of the feature has not been identified within planning documents or by regulatory authorities, the feature is considered to be associated with the headwater area of Hospital Creek. The EIS recommends a 15-metre buffer from this feature. The subject site, in addition to the Environmental Protection Area, does not contain, nor is adjacent to, Provincially Significant Wetlands (PSWs), Coastal Wetlands, Significant Woodlands, Significant Valleylands, fish habitat, or Areas of Natural, Scientific Interest (ANSI) or Significant Wildlife Habitat.

### **Section 3.0 – Protecting Public Health and Safety**

Section 3 of the PPS deals with protection of public health and safety. The policies in this section direct development away from naturally-occurring and human-made hazard lands, such as floodplains, erosion-prone areas, former mining and aggregate extraction operations, and other types of contaminated areas. Given the proposed and historical use of the site, there are no human-made hazards which have been identified.

**It is my professional planning opinion that the proposed development is consistent with the 2020 Provincial Policy Statement.**

## **5.2 County of Prince Edward Official Plan**

The County of Prince Edward Official Plan was adopted by Council in November of 1993 and approved by the Minister of Municipal Affairs and Housing in December 1998. The Official Plan is intended to guide development activities in the County through to the year 2021 and direct County initiatives and programs. The vision laid out in the Plan describes how the County intends to build on existing strengths and address its weaknesses. The Plan addresses matters pertaining to environmental resources, growth pressures, settlement patterns, economic development, agriculture, tourism, commerce and industry, social needs, and more. The relevant policy considerations of the Official Plan are discussed below (with policies cited in *italics*).

The following sections of the Official Plan will be addressed:

- / Part II – A Vision for Prince Edward County
- / Part III – General Development Strategies
- / Part IV – Land Use Designation Policies
- / Part V – The Division of Land

### **Part II – A Vision for Prince Edward County**

Part II of the Official Plan outlines a Vision Statement within which the long-range planning of the County should occur. The vision considers the County's past and present, as well as economic and social trends in the Province. All growth by way of development and redevelopment in all sectors of the economy is encouraged within the context of the Vision.

### **Section 2.3 – Growth Pressure**

*Section 2.3.2 Full municipal water and sewer services are available only in the Picton Urban Centre and the Wellington Urban Centre. It will be necessary to upgrade water and sewer services to accommodate anticipated growth in Picton. Municipal water services are currently provided to the Villages of Bloomfield and Rossmore, to the Hamlet of Consecon, and to portions of the Hamlets of Ameliasburgh and Carrying Place. Within these five communities, water services may be extended to serve existing developments and anticipated growth, however, the introduction of municipal sewer services is not anticipated over the timeframe of the Plan.*

The proposed development is located within the Picton Urban Centre and will operate on full municipal water and sewer services.

#### Section 2.4 – Settlement Patterns

*Section 2.4.1 – Picton will continue to be the "Hub" of Prince Edward County, the primary urban centre of commerce, government and other institutions. It will also be an important tourist draw because of its beautiful harbour, historical attractions and arts and cultural festivals.*

The proposed development will assist in promoting Picton as the "Hub" of the County. The project will result in the construction of 290 new residential units within the Picton Urban Centre. This will help to encourage residential growth which will contribute positively towards the economic prosperity of the downtown area. The development will feature one public park, connection to the Millennium Trail, a private park, and landscaped areas.

#### Section 2.10 – Linkages

*Section 2.10.1 The transportation and servicing networks constitute the linkages within which County residents and visitors will live, work and play. It will be an ongoing goal to minimize the time, distance, economic and energy costs of movement for persons and goods within the County.*

The subject site is located with frontage on Talbot Street, identified as an Urban Collector and Service Road on Schedule C Transportation and Services of the Prince Edward County Official Plan. The site is also adjacent to the Millennium Trail. The location of the site along Talbot Street and in proximity to the west end of Loyalist Parkway, identified as a Service Corridor on Schedule C, is anticipated to reduce time and distance required to access commercial areas, public amenities, and employment areas within the County.

*Section 2.10.3 – The integrity of the existing Provincial and County Road networks shall be maintained and upgraded, and integrated with cycling and walking routes as much as possible.*

The subject site is located with frontage on Talbot Street and the Millennium Trail. The site is in proximity to the Loyalist Parkway which extends southwards from Highway 401 near Trenton, through Prince Edward County and ultimately Kingston by way of the Glenora Ferry, making it a major arterial route through the County. Talbot Street, identified as an Urban Collector and Service Road on Schedule C Transportation and Services of the Prince Edward County Official Plan, provides connection to Highway 62 and Highway 401 near Belleville. These transportation corridors will be enhanced through the on-site provision of publicly accessible sidewalks and connection from the subdivision to the Millennium Trail. These paths will encourage active transportation in the area.

*Section 2.10.4 The County will provide an attractive environment for cyclists because of its well-planned trails, facilities, attractions and suitable terrain. The beautification of tourist roads, including the Loyalist Parkway, will be undertaken and more picnic and viewing areas provided.*

The proposed development will include the creation of a new public park and a new private open space area, along with a raised boardwalk connecting the proposed subdivision to the Millennium Trail. The proposed park and trail connection will be publicly accessible and will enhance connection for improved active transportation. The proposed sidewalks and boardwalk connection will enable cyclists and pedestrians to travel through the subject site, which will be treated with high-quality landscaping and will maintain the existing environmental protection area.

*Section 2.10.7 Within built-up areas, emphasis will be placed on designing facilities that encourage walking and the use of public transportation. Walking trails that connect shoreline areas, valleys, existing parks or other important physical or man-made features will be developed wherever possible.*

The proposed sidewalks and boardwalk providing connection to the Millennium Trail will improve pedestrian connection in the area and provide public access to the park space. These features will encourage active transportation within the site and to surrounding areas. Public transportation in the County is currently in the process of being tested and improved. A higher density residential development along a major collector road will support the efficient delivery of that transit system.

### **Part III – General Development Strategies**

#### Section 2.2 – Road System

The County road system enables the safe movement of goods and people to and from various areas within the planning area. As shown on Schedule C – Transportation and Services, the road system is based on a hierarchy of roads ranging from Provincial Highways to local roads.

##### *Section 2.2.5.3 Urban Collector and Service Roads*

*a) this designation applies to those County Roads, which service the built-up-areas (urban centres, villages and hamlets). The minimum right-of-way width shall be 20 metres. The number of lanes, design details, traffic signage and entrance spacings for the County Roads shall be determined by the County of Prince Edward;*

*b) County Roads to which this classification applies are:*

- *all of County Road 29;*
- *parts of County Roads 2, 3, 4, 5, 8, 10, 12, 13, 15, 17, 18, 19, 22, 23, 28, 30 & 39.*

The proposed development consists of a draft plan of subdivision on lands adjacent to Talbot Street, identified as an Urban Collector and Service Road adjacent to the site on Schedule C Transportation and Services of the Official Plan. The proposed development will not impact the existing width of the urban collector road, however, will result in a new municipal road, Street A on the concept plan, connected and accessed from Talbot Street.

#### Section 2.5 – Municipal Water and Sanitary Sewer Service

Section 2.5 of Part II of the Official Plan provides direction for municipal services including water and sanitary sewers. The proposed development is located within the Picton Urban Centre and will utilize existing municipal water and sewer services and infrastructure.

#### Section 2.8 – Storm Water Management

Section 2.8 of Part III provides direction for storm water management. A stormwater management report has been submitted which indicates that the proposed development and residential subdivision will contain appropriate stormwater management provisions and infrastructure.

#### Section 4.2 – Community Improvement

As per Section 4.2.1 of Part III of the Official Plan, the intent of the Plan is to implement community improvement programs which promote the following goals:

*a) to stabilize and enhance existing development by providing a safe, convenient and attractive environment for County residents;*

The proposed redevelopment will enhance the safety, convenience, and attractiveness of the area for residents. The proposed development seeks to develop an underutilized parcel of land with compact residential built form. The site will feature ample amounts of vegetation and landscaping by retaining as much existing vegetation as is feasible while enhancing the visual appearance of new development with landscaping and native plantings. Public sidewalks will be provided adjacent to new municipal roads and will provide pedestrian connection from east of the site to the adjacent neighbourhood. The proposed two-metre wide boardwalk will provide connection between the subdivision and the Millennium Trail. Sidewalks and trail connection will improve the site and provide publicly accessible connection and an attractive environment.

*b) to provide for and encourage the ongoing maintenance, improvement, rehabilitation and renewal of the County's residential, commercial, industrial and recreational areas.*

The proposed development seeks to improve and create additional residential opportunity within the County. The development will result in 290 new residential dwellings on the subject site.

4.2.2 In order to achieve the goals outlined above, several objectives have been formulated. The objectives are:

- a) to encourage the maintenance and improvement of the existing housing stock in a safe and attractive form and in compliance with the provisions of the municipal maintenance and occupancy (property) standards by-law;
- b) to encourage the provision, maintenance and upgrading of the physical infrastructure and public services and utilities;
- c) to ensure that the population is served by an adequate supply of community and recreational facilities;
- d) to alleviate or eliminate any problems resulting from existing incompatible land uses within the County;
- e) to enhance the visual and environmental characteristics of the County;
- f) to encourage the preservation of the County's heritage buildings and historical resources;
- g) to preserve and enhance the commercial downtown areas as primary retail commercial centres in the County;
- h) to enhance the County's ability to accommodate new development and economic growth and to foster a favourable climate for investment;
- i) to undertake a monitoring program to review budgeting and program direction in respect to the attainment of specific policies.

The proposed development will improve the County's residential and recreational areas. The proposed subdivision will improve the diversity in the County's available housing stock, which is predominantly single detached dwellings. The proposed residential subdivision will utilize existing municipal water and sewer infrastructure and services. New sidewalks, a new public park, and boardwalk connection to the Millennium Trail will substantially improve the public amenities on and in proximity to the site. Given the site's location in proximity to the western end of the Loyalist Parkway and adjacent to residential uses, the proposed development is highly compatible within the surrounding context.

#### Section 4.3 – Housing

4.3.1 The provision of adequate housing is a fundamental requirement for the social well being of all residents in Prince Edward County. In order to ensure an adequate level of housing in the County, it is the intent of this Plan:

- a) to encourage and facilitate the development and maintenance of an appropriate mix of housing types to meet the needs, incomes, preferences and lifestyles of all County residents;

The proposed development will introduce a mix of building types and densities within Picton's Urban Centre. Housing types include townhouse dwellings, stacked townhouse dwellings, and back-to-back townhouse dwellings. The diversity of unit types will allow for residents of all ages, lifestyles, and family sizes to find suitable homes within the Urban Centre and in proximity to the downtown core.

- b) to integrate housing for people with special needs (physically, mentally or socially challenged) into the communities of the County where they care for themselves as much as possible in a noninstitutional setting;

The proposed development will comply with the standards of the Accessibility for Ontarians with Disabilities Act (AODA). The subject site will contain residential and recreational uses in proximity to Picton's downtown area, ensuring that nearby commercial uses, community services and amenities are accessible for all.

- c) to encourage the provision of adequate affordable housing for persons of low, moderate and middle income across the County, especially for single-parent families;

As there is a general housing stock shortage within the County of Prince Edward, the proposed 290 new residential dwelling units will provide a significant increase to available housing options on the market. The proposed front loaded townhouse dwellings located on Blocks 106 to 110 will offer opportunities for the inclusion of basement secondary suites which will support the provision of affordable housing within the proposed subdivision. As well, the residential units located on Block 103 will be maintained as rental units, which will also offer affordable housing within the subdivision. It should also be considered that by increasing available stock, an adjustment in housing prices may result due to an improved balance between supply and demand.

- d) to monitor the housing market and periodically indicate where particular demands are and are not or will or will not be met; and*
- e) to work with the private sector, the non-profit sector and the cooperative sector as well as interest groups and special needs groups to act as principal agents in the supply of housing.*

Policies d) and e) are not relevant to the proposed development.

*Section 4.3.7 The County of Prince Edward will attempt to ensure that sufficient housing to meet the needs of the community is available in accordance with the objectives of the Provincial Policy Statement and the policies of this Plan.*

The proposed development will contribute positively towards the housing stock available in the County, in accordance with the objectives of the PPOS and the policies of the Official Plan. The proposed development will also provide the opportunity for affordable second residential units within the frontloaded townhouse dwellings.

*4.3.9 The County will also:*

- a) encourage an appropriate supply of rent supplement and rent geared-to-income units and promote the availability of such housing throughout the County;*
- b) encourage the renovation and rehabilitation of residential uses above commercial uses in Picton, Wellington and Bloomfield;*
- c) allow as-of-right accessory apartments in residential zones in Picton and Wellington;*
- d) develop a rental-housing database, which would provide an inventory of existing rental stock and enable monitoring of the County's rental housing stock;*
- e) seek to maximize funding by senior levels of governments in developing assisted and supplemented family housing units, particularly in Picton and Wellington;*
- f) encourage and promote the use of government assistance programs to restore and rehabilitate housing stock and facilitate the use of housing programs;*
- g) use holding and bonusing provisions of the Planning Act, 1990 to achieve affordable housing objectives related to density of development in urban serviced areas; detail of such a bonusing policy would be provided in the appropriate Secondary Plan; and*
- h) encourage a mixture of housing types and densities in new subdivisions.*

The proposed development will result in a new subdivision within Picton's urban centre, containing 290 residential units of a wide variety of unit types and sizes. The proposed development will provide opportunities for affordable secondary suites within the front loaded townhouse dwellings.

#### Section 4.7 – Recreational Facilities

*Section 4.7.1 Both passive and active recreational activities help contribute to the physical and mental health and well being of County residents. Parks, arenas, playgrounds, marinas, cycling trails and golf courses make up the many recreational facilities found in the County. There is a heavy emphasis on water-based activities such as sailing, boating, swimming, scuba diving and fishing. It is the intent of this Plan to encourage the development of recreational facilities and activities in the County:*

- a) which are community based and which are constructed, organized and run for the benefit of the maximum number of County residents; and*
- b) which promote the physical and emotional well being of County residents as well as the increased social interaction, integration and support that results from such activity.*

The proposed development includes the creation of a public connection through the existing environmental protection area to connect the subdivision to the Millennium Trail. A new public park is proposed, in addition to a proposed private open space area, within the residential subdivision. The proposed sidewalks and boardwalk to the Millennium Trail will enhance the use of active transportation and will support the use of recreational spaces for enjoyment of residential and the public. Proposed sidewalks within the subdivision to be connected to those located within adjacent residential areas will support active transportation within and to surrounding uses and areas.

*Section 4.7.6 To ensure that adequate lands are available to meet the open space and recreational needs of the residents of the County, Council shall require the conveyance of up to a five percent park land dedication in the case of new residential development and up to a two percent parkland dedication in the*

*cases of new commercial or industrial development. In addition, Council may accept a "cash-in-lieu" of parkland payment when deemed appropriate.*

The proposed development will provide the conveyance of 0.45 hectares, which represents 5.2 percent of land, for parkland and will convey an additional 1.52 hectares, which represents 17.8 percent of the subject site, of wetland area adjacent to the Millennium Trail. The proposed development will integrate necessary park land within the proposed residential subdivision and no cash-in-lieu of parkland will be required.

*Section 4.7.7 All lands dedicated for parkland purposes must be in a satisfactory physical condition and be located in a manner, which provides for their use by the general public. Where a proposed development abuts a body of water, Council shall endeavour to require that the lands dedicated for parkland be located adjacent to the body of water. Lands susceptible to flooding or other environmental hazards need not be accepted as part of the parkland dedication.*

The proposed development will provide adequate and appropriate parkland, in addition to the conveyance of wetland area to the County.

#### Part IV – Land Use Designation Policies

Part IV of the Official Plan outlines the policies for each land use designation on Schedule 'E'. The land use designation policies are intended to regulate growth and settlement in a manner which is keeping with the Vision for Prince Edward County. The majority of growth is encouraged to be accommodated within the County's settlement areas to provide support for community, institutional and commercial facilities, and to capitalize on investments made in servicing infrastructure. Three settlement area designations are established by the Plan, including Urban Centre, Village, and Hamlet. Each of these designations reflects a hierarchy of sizes, functions, mix of uses, servicing infrastructure and prospects for growth. Secondary Plans may be prepared for individual settlement areas to outline more detailed policies.

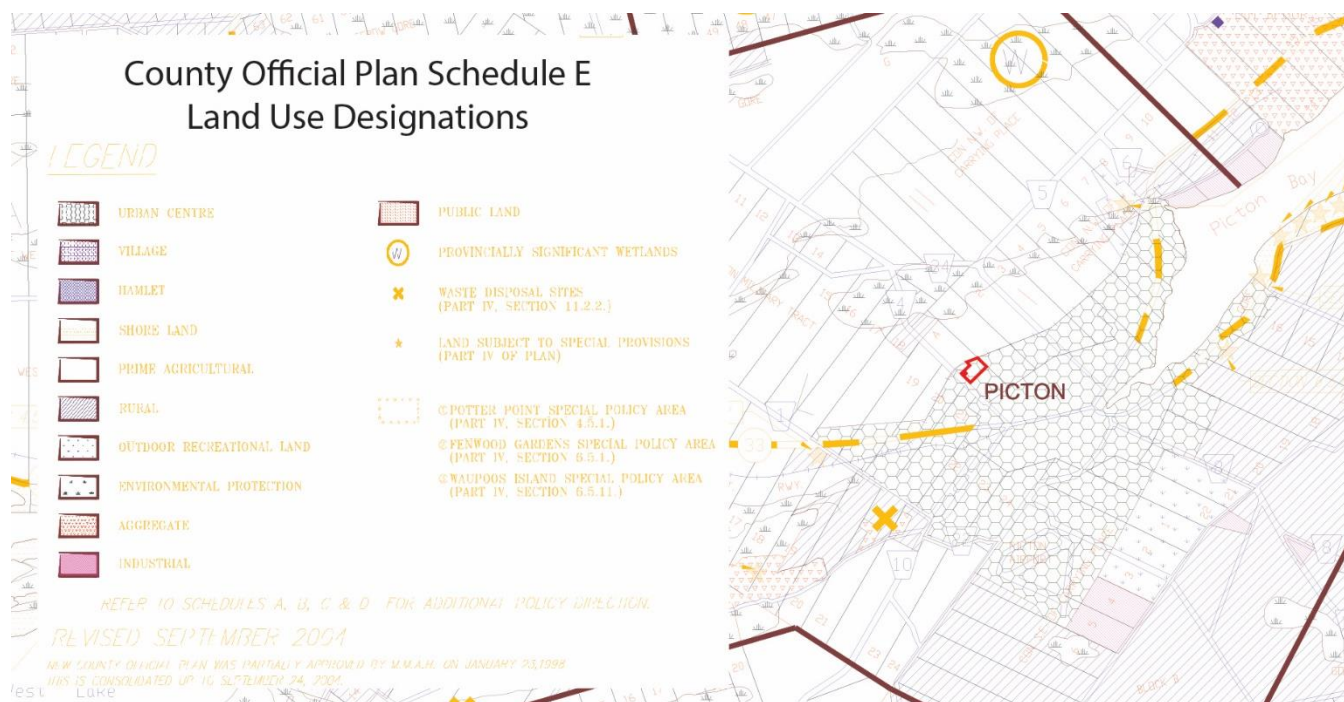


Figure 4: Land Use Designation (Source: Schedule E Land Use Designations)

#### Section 1.0 – Urban Centres

Three settlement area designations are established by the Official Plan which reflect a hierarchy of sizes, functions, mix of uses, servicing infrastructure, and prospects for growth.

*Section 1.1.1 Approved Secondary Plans are in place portions of the Picton and Wellington Urban Centres. The above Secondary Plans contain policies on, among other things, the location of urban land uses, the timing of development, the proper implementation of the Plan, the methods of servicing, parks and open spaces and urban consents, and a statement on the goals and objectives of the communities involved. These plans shall remain in effect until such time as new Secondary Plans have been approved in accordance with the policies of this Plan.*

The site is designated Urban Centre on Schedule E of the Official Plan and located within the Picton-Hallowell Secondary Planning Area. The policies of the Picton Urban Centre Secondary Plan are addressed below.

## **Part V – The Division of Land**

Part V of the Official Plan provides policy direction regarding the division of land within the County. Land division may be done through a variety of tools, including plans of subdivision, plans of condominium, and consents. In general, development proposing the creation of four or more lots shall be plan of subdivision. Consents may be permitted for the creation of three or fewer lots (e.g.: 2 severed lots plus 1 retained lot).

### Section 1.1 – General Strategies

*Section 1.1.2 Except as provided by Part V, Section 1.1.3, development proposing the creation of four or more lots shall be by Plan of Subdivision. Consents(s) may be permitted for the creation of three or fewer lots (e.g. 2 severed lots and 1 retained lot).*

The proposed draft plan of subdivision will result in the creation of more than four lots.

*Section 1.1.4 Development by Plan of Condominium shall be permitted only on land where municipal and/or communal water and sewer services are to be provided.*

Future condominium units will operate on municipal water and sewer services.

### Section 1.2 – Plans of Subdivision and Plans of Condominium

*Section 1.2.1 County Council will only approve plans of subdivision and condominium if they conform to the policies and land use designations in this Plan.*

The policies of Picton Urban Centre Secondary Plan are reviewed below.

*Section 1.2.3 County Council shall hold a public meeting to inform the public about a proposed plan of subdivision or condominium and gain their input prior to deciding what conditions to require as part of the draft approval of the subdivision.*

A public meeting, as per the statutory requirements of the Planning Act, will be held.

*Section 1.2.4 Water and sewer services shall be provided in accordance with the applicable provisions of Part III, Sections 2.5, 2.6, 2.7 and /or 2.8.*

The relevant provisions of Part III, Section 2.5 are reviewed above. Section 2.6, 2.7, and 2.8 provide policies related to communal and private services which are not relevant to the proposed development.

*Section 1.2.5 Storm water management shall be addressed during the design and development of the plan of subdivision in accordance with Part III, Section 2.9.*

The policies of Part III, Section 2.9 are reviewed above.

*Section 1.2.6 Access for lots in a plan of subdivision will primarily be from an internal, publicly owned and year round maintained road, which is constructed by the developer to current municipal and Provincial standards. Buildings within a plan of condominium may gain access from a publicly owned and year round maintained road or an internal road, which is owned and maintained by the condominium corporation. The subdivision/ condominium agreement will contain provisions detailing how the internal roads are to be designed, constructed and maintained.*

Access for lots within the subdivision will be by new municipal roads, including Streets A, B, and C on the concept plan, and private lanes to be owned and operated by future condominium corporations. Municipal roads are proposed throughout the subdivision to provide full public access whereas private lanes, connected and accessed from the municipal roads, will be utilized to access individual dwellings. A future subdivision agreement and future

condominium agreements will contain provisions detailing how the internal roads are to be designed, constructed and maintained.

*Section 1.2.7 Public road allowances will be obtained in strategic locations within a plan of subdivision or condominium in order to accommodate future roads where extension of development in the area could be a possibility. The County may require that any dead ends and open sides of road allowances created by a plan of subdivision shall terminate in a .3 metre (1 foot) reserve to be conveyed to, and held in trust, by the County.*

The proposed municipal and private road configuration represents an efficient layout that also considers the topography of the subject site.

*The external road network from which the proposed subdivision or condominium is to gain access must have capacity to support the additional traffic generated by the development. Provisions will be included in the subdivision agreement between the County and the developer to ensure that the developer provides the necessary engineering and construction work to upgrade the existing affected road network.*

The proposed subdivision will gain access to the external road network along Talbot Street. As per the findings of the Traffic Impact Study, the existing road network has sufficient capacity to accommodate the proposed development. It is recommended that the eastbound left turn lane on Picton Main Street at Talbot Street be extended to 45 metres from the existing 25 metres by reducing the existing parking lane through pavement marking. No further upgrades to the existing road network are required.

*Section 1.2.9 Subdivisions and condominiums may be developed in phases so that the development proceeds in an orderly and timely fashion. The phasing of the development may be addressed through provisions in the subdivision agreement and/or through the use of a holding symbol (H).*

The proposed subdivision is to be built out in phases. As no servicing capacity issues have been identified that would hinder the development the site, the phasing of the development will be addressed through provision in the subdivision agreement.

*Section 1.2.11 The County will take part or all of the five percent parkland dedication permitted under the Planning Act to provide parkland or facilities. When a plan of subdivision or condominium is proposed for property bordering a water body, the County may require that the five percent parkland dedication be comprised of land bordering the water body. Wherever possible, parkland and open spaces from a subdivision or condominium should be linked to one another to form corridors, especially along shorelines. In the alternative, the County may accept cash-in-lieu of the five percent land dedication.*

The Planning Act requires five percent of residential lands to be dedicated as parkland. The proposed development includes 0.45 hectares of land which will be dedicated for parkland, representing 5.2 percent of the residential lands. In addition, the proposal includes 1.52 hectares of wetland which will also be dedicated to the County. This dedicated wetland area represents 17.8 percent of the residential lands. A private park will also be integrated in the proposed development to accommodate additional park space.

*Section 1.2.12 The County shall enter into an agreement with the developer as a condition of the approval of a plan of subdivision or condominium. This agreement will set out all matters that the County wishes to have addressed including: the provision of on and off-site services and obligations required of the developer; and how the environmental impacts of the development (i.e. water quantity and quality, the operation and efficiency of septic systems, drainage conditions, etc.) will be addressed and monitored. Adequate financial security will be required by the County within the subdivision/condominium agreement to cover the potential expenses associated with compliance with the agreement.*

A subdivision/condominium agreement will be prepared by the County as a condition of the approval of the plan of subdivision/condominium.

*Section 1.2.14 A site plan agreement shall be required to develop by plan of condominium.*

A site plan agreement will be prepared through the site plan control review process. A site plan control application will be submitted at a later date.

**It is our professional planning opinion that the proposed development conforms with the County of Prince Edward Official Plan.**

### 5.3 Picton Urban Centre Secondary Plan

The Picton-Hallowell Secondary Plan was adopted by Council of the Corporation of the County of Prince Edward as part of Official Plan Amendment Number 63 on June 10, 2014. The Secondary Plan is intended to guide development for a 20-year period. The Plan outlines a vision for the long-range physical development of the Picton-Hallowell area and provides strategies and specific implementing actions to realize that vision. In relation to the proposed development, Picton-Hallowell Secondary Plan includes the following considerations (with policies cited in *italics*):

#### A Community Vision for Picton – Hallowell

*Picton-Hallowell is the heart of the County. It is a community of people and places, tradition and transformation. It is a gathering place that blends its built heritage with its living heritage, friendliness, small town charm and quality of life. This community is united by the elements that comprise it – a diversity of employment, affordable housing, historical aspects of the community, walkability, vibrant downtown, natural environment, local food sources, and recreational opportunities. Picton-Hallowell's community is shaped by these elements. Looking to the future, the residents of Picton-Hallowell envision living in a community that:*

- *Has developed in a healthy and controlled way that is respectful of its current character;*
- *Is sustainable;*
- *Is walkable and bikeable;*
- *Is economically viable and self-sufficient;*
- *Manages its existing resources efficiently and wisely;*
- *Is made up of healthy people and healthy neighbourhoods;*
- *Is youth friendly and welcomes youth activity;*
- *Has abundant recreational opportunities and green spaces;*
- *Has access to local food and food production;*
- *Protects and promotes its strong history, built and natural heritage;*
- *Is good for growing up and growing older;*
- *Is safe and affordable;*
- *Continues to be the centre of the County while sustaining its community spirit, values, sense of place, neighbourliness, small town charm, and quality of life;*
- *Provides a mix of housing types that integrate with existing neighbourhoods and existing architectural design;*
- *Has a thriving downtown business core with a rejuvenated Main Street and integrated design; and*
- *Is accessible.*

The proposed development is consistent with the Community Vision for Picton-Hallowell, in that it encompasses many of the qualities that are outlined above. The proposed subdivision has been designed and planned to incorporate the principles of sustainable development throughout the site, through the use of narrow private lanes and open space, as well as the use of strategic dense built form. The proposed development seeks to complement the surrounding residential uses while also incorporating new built forms.

The subject site is located within the Picton Urban Centre and represents an ideal opportunity to promote active transportation and improve public access to park space and the Millennium Trail. This will be achieved through the creation of public sidewalks and a two-metre wide publicly accessible connection to the Millennium Trail through the existing wetland. These green spaces and active transportation facilities will encourage healthy lifestyles and promote recreational opportunities for residents and the public.

The proposed development will utilize existing municipal water and sewer servicing. The proposed development will incorporate municipal and private condominium lanes with reduced widths, both of which will be designed to

incorporate all modes of transportation. Reduced road widths have been shown to have the effect of passively reduce driving speeds, thereby improving safety for pedestrians and cyclists. A smaller road profile will also minimize hard surfaces and optimize green space, which will contribute positively to the health of the surrounding environment by allowing improved stormwater to infiltrate into the soil. Increased permeability across the site will mitigate the effects of stormwater runoff, reducing the amount of pollutants that might contaminate the water quality.

As much of the existing mature vegetation across the site as possible will be maintained. Where it is not possible to maintain existing trees and plants, new landscaping and native plantings will contribute to both the visual appeal of the site, as well as promote its sustainability and environmental resilience. Trees and other vegetation provide numerous passive benefits, including filtration of airborne pollutants and carbon-dioxide, increase urban biodiversity, and reduce air temperatures around them to mitigate 'urban heat island' effects.

The proposed subdivision includes a mix of housing types, densities, and land uses. As such, the development will accommodate a mix of people with varying needs, budgets, and lifestyles. Safety throughout the site will be maintained by ensuring adequate lighting and sightlines are maintained in public areas, as well as by adhering to the principles of Crime Prevention Through Environmental Design (CPTED). By contributing 219 new residential units within the urban centre, the proposed development will help promote and support a thriving neighbourhood.

## **Part Two: Land Use**

The subject site is designated Town Residential Area and Environmental Protection Area on Schedule A Secondary Plan Land Use Map of the Picton Urban Centre Secondary Plan.

### Section 2.4 – Town Residential Area

Section 2.4 of the Secondary Plan provides policy direction for the management of growth in residential neighbourhoods of the Picton-Hallowell area. Compatible infill and extension of existing neighbourhoods into undeveloped areas is encouraged. New residential neighbourhoods should reflect the traditional neighborhood in terms of design and walkability. Increased density as a means of increasing the mix of housing types in Picton-Hallowell is supported. Within the Picton-Hallowell area, all residential uses at all densities are permitted, as well as neighbourhood-scale non-residential uses intended to serve the local neighbourhood.

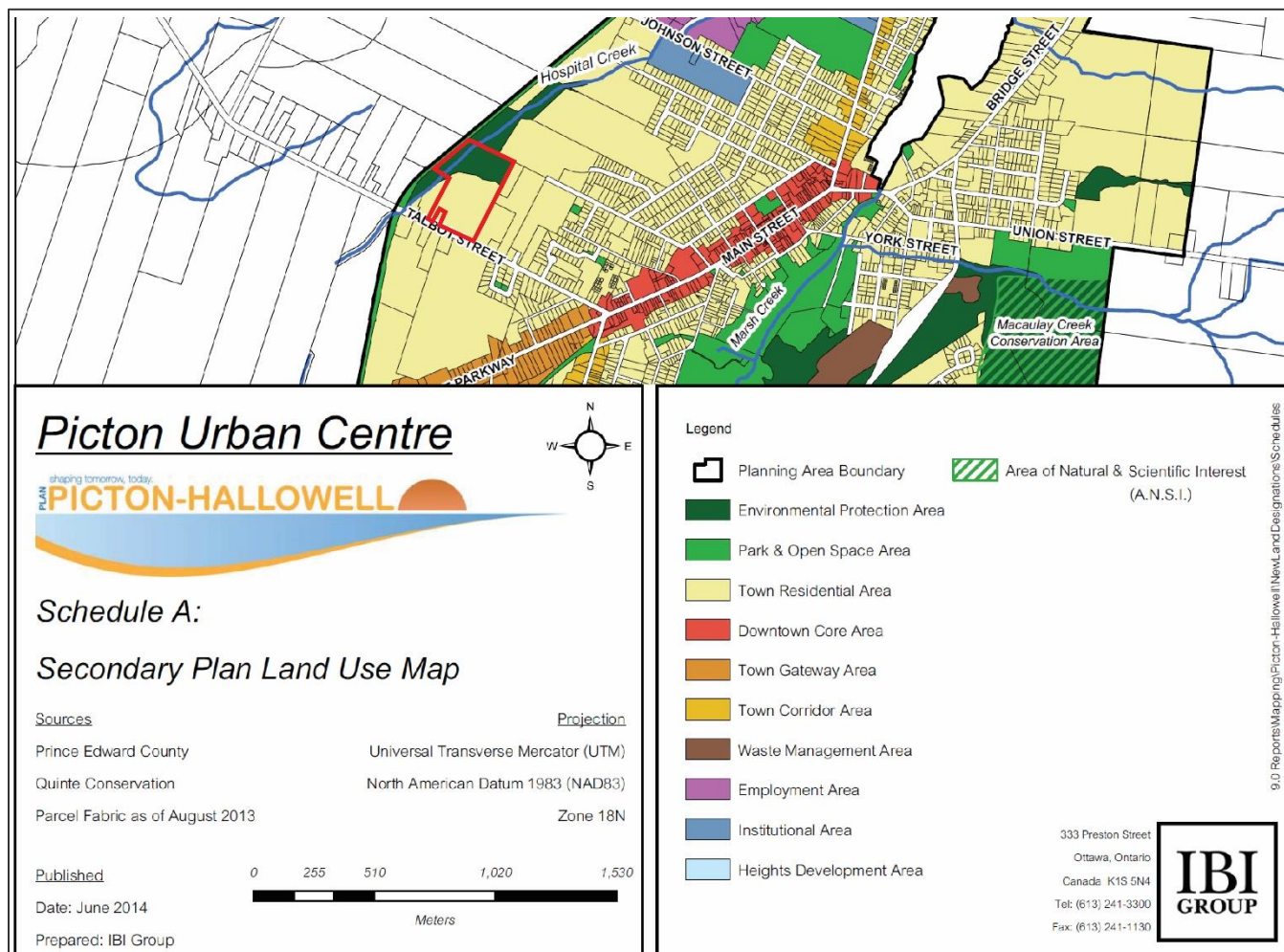


Figure 5: Land Use Designation (Source: Schedule A Secondary Plan Land Use Map)

*Guiding Policies: It is the intent of this Plan to:*

*1. Support a diverse range of housing types at a range of residential densities that meet the existing and future needs of the community.*

The proposed development contains front loaded townhouse dwellings, stacked townhouse dwellings, and back-to-back townhouse dwellings contributing to a mixture of housing types and densities in the community. The proposed development will support the needs of a variety of groups and individuals.

*2. Encourage the creation of complete neighbourhoods that meet the everyday needs of residents and make the most of existing municipal infrastructure.*

The proposed development will include residential and recreational uses. The proximity of the site to the Loyalist Parkway and associated commercial uses will ensure that the everyday needs of residents are met. The proposed development will utilize existing municipal services and infrastructure. The proposed development will contribute towards the efficient use of existing infrastructure.

*3. Support the intensification of existing neighbourhoods by encouraging compatible infill development and the extension of these neighbourhoods into surrounding undeveloped areas within the Urban Centre.*

The subject site represents under-utilized lands within the context of Picton's urban centre. The development represents a proposal for the site and seeks to complement the surrounding residential uses and existing surrounding neighbourhood. The proposed development incorporates a mix of contemporary architectural

features to promote visual compatibility with the existing neighbourhood as well as introduce a new dense built form. The site will connect with existing active transportation facilities and the existing road network.

#### *Section 2.4.2 Extension Of Existing Neighbourhoods*

*1. Ensure that new neighbourhood development on greenfield lands occurs as an extension of the surrounding existing town fabric and blends the built form and character of existing neighbourhoods in Picton-Hallowell.*

The subject site consists of under-utilized land located at the edge of the urban boundary and adjacent to residential dwellings. The proposed development will extend the neighbourhood by establishing new municipal roads and active transportation facilities. The built form and character of the proposed development represents an appropriate transition from lower density residential development to a more compact, dense built form within the existing neighbourhood and area. The development incorporates a mix of uses and built forms which will blend into the existing fabric of the residential area.

*2. Permit a mix of residential unit types in new neighbourhood development, including single detached, semi-detached, duplex, triplex, townhouse, and apartment. Secondary and accessory units, provided no more than two units exist on one lot, shall also be permitted.*

The proposed development includes a mix of front loaded townhouse dwellings, stacked townhouse dwellings, back-to-back townhouse dwellings and one single-detached dwelling.

*3. Require a minimum residential density of 17.3 units/net hectare (7.0 units/net acre) in new neighbourhood development with a preferred target residential density of 25 units/net hectare (10 units/net acre). Permit residential densities of 37 units/net hectare (15 units/net acre) in new neighbourhood development, as appropriate. Higher density may be permitted in exchange for the provision of community benefits consistent with the policies of Subsection 5.1.1.4 of this Plan with respect to bonusing.*

The proposed density meets the minimum residential density target of the Secondary Plan by providing a density of approximately 58.2 dwelling units per net hectare (290 units on 5.03 hectares, not including roads or open space). The development will contribute numerous community benefits that can support the proposed density.

*4. Permit a mix of neighbourhood-scale non-family residential uses in new neighbourhood development, including assisted and special needs housing, senior housing, and nursing homes as a means of meeting the full range of community housing needs.*

The proposed development includes a broad range of residential unit types and sizes that can appeal to various households and needs.

*5. Permit a mix of neighbourhood-scale community uses in new neighbourhood development, including schools, places of worship, libraries, community centres, parks, and day cares. Neighbourhood-scale commercial uses are also permitted, including home-based business and neighbourhood-serving convenience retail. Neighbourhood-scale community and commercial uses should ideally have direct access to a collector street.*

The proposed development includes one public park with a total area of 0.45 hectares. A private park will also be included and a 1.52 open space wetland area will be conveyed to the County.

*6. Ensure that new neighbourhood development connects with existing neighbourhoods by means of streets, sidewalks, walkways or bicycle paths, and open space. Such connections will provide access to schools, parks, shopping, and work places and integrate new development in the existing town fabric. Connections shall encourage modes of active transportation and facilitate the safe separation of pedestrian and vehicular traffic (refer to Section 3.1.4 of this Plan). The removal of any existing connection with surrounding neighbourhoods is strongly discouraged.*

The subject site will be highly integrated with the existing surrounding residential development. Three new municipal roads will be created to provide connection from Talbot Street and to provide connection from the residential subdivision east of the site. Private lanes and condominium roads will also be utilized throughout the site to provide access to individual dwellings. Sidewalks will be provided within the municipal right-of-way of the

proposed municipal roads and a two-metre boardwalk will be provided in the wetland area to provide connection from the subdivision to the Millennium Trail. Proposed road design and pedestrian infrastructure will provide access throughout the site.

*7. Ensure that new neighbourhood development is consistent with the town design, green infrastructure, and environmental management policies of Sections 4.1, 4.6, and 4.7 of this Plan.*

The relevant policies of Sections 4.1, 4.6, and 4.7 are addressed below.

*8. Ensure that new neighbourhood development conforms to the policies of Sections 2.12.1, 2.12.2, and 2.12.3 of this Plan regarding the Town Square, Picton Harbour, and Warings Creek Policy Areas, as appropriate.*

The subject site is not located within the Town Square, Picton Harbour or Warings Creek Policy Area, as such the policies of Section 2.12.1, 2.12.2, and 2.12.3 are not relevant to the proposed development.

#### Section 2.10 – Environmental Protection Area

*The Environmental Protection Area represents a significant component of the green infrastructure in Picton-Hallowell. This area is intended to preserve and enhance lands with inherent environmental sensitivity. The boundaries of the Environmental Protection Area are based on ecological land classification (ELC) mapping completed in support of the preparation of this Secondary Plan. They are also based on analysis and mapping completed by other agencies, including Quinte Conservation and the Ministry of Natural Resources. These boundaries may change over time as a result of additional analysis or project-specific Environmental Impact Studies (EIS).*

A portion of the subject site is designated Environmental Protection Area on Schedule A Secondary Plan Land Use Map of the Picton Urban Centre Secondary Plan. EPA boundaries are generally established through a desktop exercise and are not always verified by investigations in the field. An Environmental Impact Assessment has been prepared to evaluate the environmental protection area and confirm its limits. An Official Plan Amendment is proposed to amend this schedule to reflect the accurate boundary of the environmental area on the subject site. The portion of the EPA located in the northern portion of the site has been determined to contain low ecological value and as a result will be re-designated Town Residential Area to allow the development as proposed.

### **Part Three: Community Facilities and Services**

#### Section 3.1 – Transportation and Circulation

Section 3.1 of the Secondary Plan provides policy direction to guide the development of the transportation system in the Picton-Hallowell planning area. The transportation system has a direct influence on land use, quality of life, and community health. The Picton-Hallowell transportation system is comprised of a network of roads, roads, trails, and waterways which facilitate the movement of goods and people throughout the County. Traffic congestion on Main Street or Loyalist Parkway is an area of concern which impacts transportation connectivity through the downtown core. There are also significant opportunities to increase the modal split in transportation by facilitating active transportation modes, such as walking, cycling, wheelchair, rollerblading, skateboarding, and paddling/rowing.

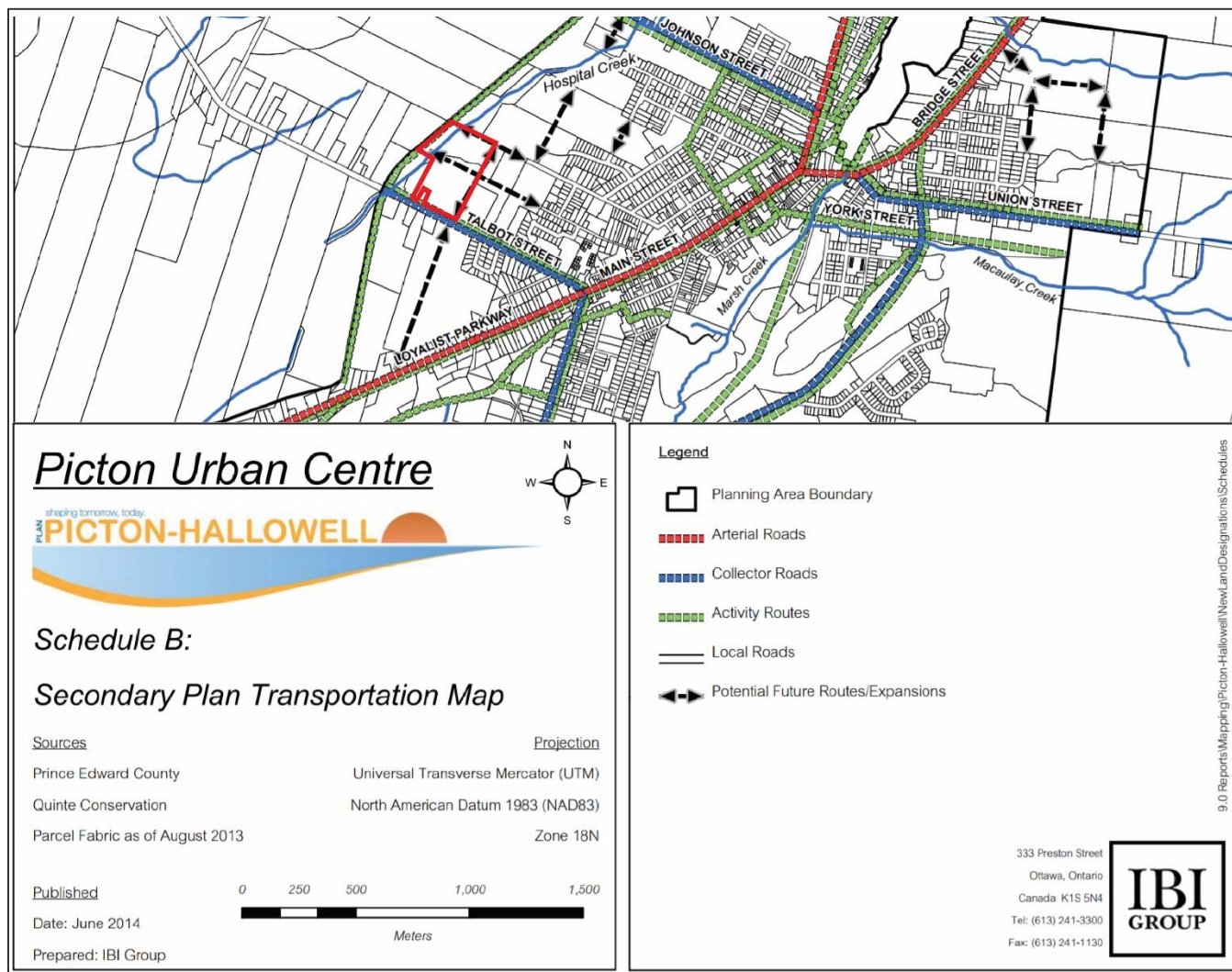


Figure 6: Transportation Plan (Source: Schedule B: Secondary Plan Transportation Map)

### Section 3.1.2 – Road Network Hierarchy

Public roads in Picton-Hallowell are classified into a hierarchy on the basis of function, user characteristics, speed, and connections. The classification of existing and proposed roads of the Picton-Hallowell road network is shown on Schedule B: Secondary Plan Transportation Map.

#### Implementing Policies

Council shall:

1. Continue to utilize a functional classification system for roads to aid in the planning, development, and maintenance of the transportation and circulation system in Picton-Hallowell. Road classifications include Arterial Roads, Collector Roads, Local Roads, and Activity Routes.

a) Arterial Roads are designed to carry relatively high traffic volumes and provide for the movement between principal traffic generators and the interconnection of County Highways. Arterial Roads have a design right-of-way width of 30.0 metres, include two-to-four traffic lanes, and accommodate normal traffic speeds of 50 km/hr or more.

The subject site is not abutting an Arterial Roads.

*b) Collector Roads are designed to collect and distribute traffic at relatively low operating speeds to and from Local Roads and Arterial Roads. Collector roads have a design right-of-way of width of 26 metres, include two lanes, and accommodate normal traffic speeds of 50 km/hr or more.*

Talbot Street is identified as a Collector Road, requiring a right-of-way width of 26 metres. The Traffic Impact Study indicates that the development can be adequately accommodated based on the existing width of Talbot Street. As of the date this report was written, staff have not indicated a road widening is required. Therefore, no expansion to the Talbot Street right-of-way is proposed as part of this development.

*c) Local Roads are designed to provide access to abutting properties at low operating speeds. Local Roads have a design right-of-way width of 20 metres, unless otherwise approved by the County, include two lanes, and accommodate normal traffic speeds of 50 km/hr or less.*

The proposed development will incorporate three new municipal local roads as well as private lanes owned and operated by a future condominium corporation. The proposed municipal roads will have a 20-metre or 18-metre wide right-of-way with 9 metres of paved road way. The private laneways are anticipated to have a width of approximately 6 metres, maximizing the efficient use of available land resources. The reduced width of the road allowance will passively reduce traffic speeds within the site. As the private lanes will not be public, they are not required to meet municipal standards with respect to width. The proposed private portion of the internal road network will be of sufficient width to accommodate emergency vehicles and maintain safety design standards.

*d) Activity Routes are designed to accommodate non-vehicular modes of transportation (walking, cycling, wheelchair, etc.) on facilities that include sidewalks, paths, and trails. Activity Routes may use a road right-of-way or a dedicated right-of-way.*

The subject site abuts the Millennium Trail and Talbot Street, both of which are identified as Activity Routes on Schedule B. A boardwalk connecting to the Millennium Trail is proposed to accommodate non-vehicular modes of transportation.

*2. Permit a change in the function of a road by means of an amendment to the classification system shown on Schedule B: Secondary Plan Transportation Map. Such changes to the Plan may be completed at the time of review in accordance with Section 5.2.3 of this Plan.*

An amendment is proposed to Schedule B to identify the new local roads within the plan of subdivision as well as convert "expected future routes/expansions" to roads. Schedule B does not currently identify roads within the subject site, therefore an amendment is required.

*3. Recognize that alternatives to the minimum right-of-way widths required for each road classification may be considered in cases where the reconstruction of existing roads to required standards may be physically or economically infeasible due to the location of existing services, buildings, driveways, etc. Alternative development standards may be considered in new neighbourhood development provided such standards support the goals and policies of this Plan of encouraging the provision of more affordable forms of housing and compact development.*

The proposed development will provide 20-metre and 18-metre wide municipal rights-of-way with a 9-metre wide paved roadway. The subdivision will also integrate condominium lanes with reduced widths. The proposed reduced lane right-of-way width for private roads within the subject site are required in order to maximize the efficient use of land. By reducing the internal road network width, traffic circulation and emergency vehicle access may still be accommodated while minimizing land consumption for traffic purposes. The reduced right-of-way width will allow for the creation of a mix of densities, built forms, and land uses, as well as accommodate greater area dedicated to the provision of sidewalks and park space for the benefit of the public and surrounding community.

#### Section 3.1.4 – Active Transportation System

*Promoting active transportation in Picton-Hallowell is important to the health and well-being of residents and visitors alike. Active transportation includes any mode that is non-motorized, including walking, cycling, skateboarding, rollerblading, wheelchair, and paddling/rowing. Not only is active transportation important for human health, but also it contributes to Transportation Demand Management (TDM) by providing safe, efficient, and sustainable means of traveling without the need to drive. Active*

*transportation in Picton-Hallowell must be safe, accessible, and an integrated part of community development.*

#### *Implementing Policies*

*Council shall:*

*1. Create a network of activity routes in Picton-Hallowell that includes sidewalks, paths, and trails to accommodate all forms of active transportation. Activity routes should connect neighbourhoods to various activity centres, including the Downtown Core, Harbour, park and open space areas, and the Millennium Trail. Changes to the activity routes shown on Schedule B: Secondary Plan Transportation Map may be completed at the time of Plan review in accordance with Section 5.2.3 of this Plan.*

The proposed development includes the creation of municipal sidewalks and a two-metre boardwalk which will provide connection to the Millennium Trail. The proposed sidewalks will provide connection throughout the subdivision and to surrounding residential and commercial uses.

*2. Engage community members and relevant stakeholder groups, such as the Hastings and Prince Edward Counties Health Unit, in the process of creating the active transportation network in Picton-Hallowell by conducting street inventories that examine existing physical elements, such as sidewalks, parking, parks and open space, and zones of community activity, and note physical conditions and the need for improvements.*

It is anticipated that the Health Unit will be circulated for comment through the planning application review process.

*3. Consider adapting existing roads to provide safer travel for pedestrians and cyclists, as appropriate. Adaptation could include the addition of or repair to sidewalks making them barrier free and consistent with the Accessibility for Ontarians with Disabilities Act (2005). It should also include the removal and/or relocation of obstacles to pedestrians and cyclists such as light standards and utility poles. Other improvements may be identified as part of the street inventory process as noted in the policy above.*

The proposed development will not include any improvements to existing roads, however the proposed connection to the Millennium Trail will provide a new active transportation route. The development will be built in accordance with the standards of the Accessibility for Ontarians with Disabilities Act (AODA).

*4. Ensure that all new and existing roads in Picton-Hallowell accommodate active transportation facilities including sidewalks and on-road bicycle lanes, as appropriate. Ensure that activity routes incorporate enhanced facilities, including but not limited to: sidewalks; on-road bicycle lanes; pedestrian-oriented lighting; pedestrian-oriented signage/wayfinding; seating areas; bicycle lock-up at activity centres; and high-quality landscape materials. Priority for the provision of enhanced facilities shall be activity routes that coincide with "green ways" (refer to Section 4.6.1 of this Plan).*

The proposed development includes the creation of a publicly-accessible boardwalk and sidewalks. In addition to the pathway, the internal road network for the subdivision has been designed so as to be pedestrian-oriented. The boardwalk, private lanes with the subdivision will have a reduced right-of-way width which will have effect of reducing vehicle speeds. High-quality landscaping will be implemented throughout the site, including native plantings, attractive paving material for lanes and pathways, as well as a large park space for use by the public.

*5. Improve access to and use of the Millennium Trail by extending the sidewalks on Johnson and Talbot streets to the Trail, creating a trailhead in the area of McFarland Drive and one in the area of Lake Street at West Mary Street, and by improving and maintaining the conditions of the Trail. The trailhead could include a designated parking area, information kiosk with maps and updated trail information, interpretive displays, and potable water.*

The proposed development seeks to integrate a two-metre wide boardwalk through the existing wetland area in order to provide improve connection for the residential area east of the Millennium Trail. Sidewalks will be present throughout the subdivision and will connect to the proposed boardwalk.

*6. Promote opportunities for increased public access to the Harbour and the development of a continuous waterfront trail system and open space linkages along the Harbour (refer to Section 2.12.2 of this Plan).*

The subject site is not located in proximity to the Harbour. The proposed development will provide sidewalks and will offer means of active transportation to access Loyalist Parkway and the Harbour.

*7. Require that traffic signals in Picton-Hallowell include a push-button or sensor control for pedestrians and cyclists located at standard wheelchair height and located free from barriers.*

The proposed development will not include any signalized intersections.

*8. Educate the general public, pedestrians, motorists, the County and enforcement agencies regarding the safe practices, rights and responsibilities of pedestrians and motorists.*

The proposed development will incorporate necessary traffic signs and signage.

### Section 3.2 – Services and Utilities

#### Section 3.2.1 Service Area Policies

*Servicing based on a municipal water supply and sanitary sewage collection system is the preferred servicing strategy. There are, however, challenges in implementing the strategy over the short, medium and long term.*

The proposed development will utilize existing municipal water and sewer servicing.

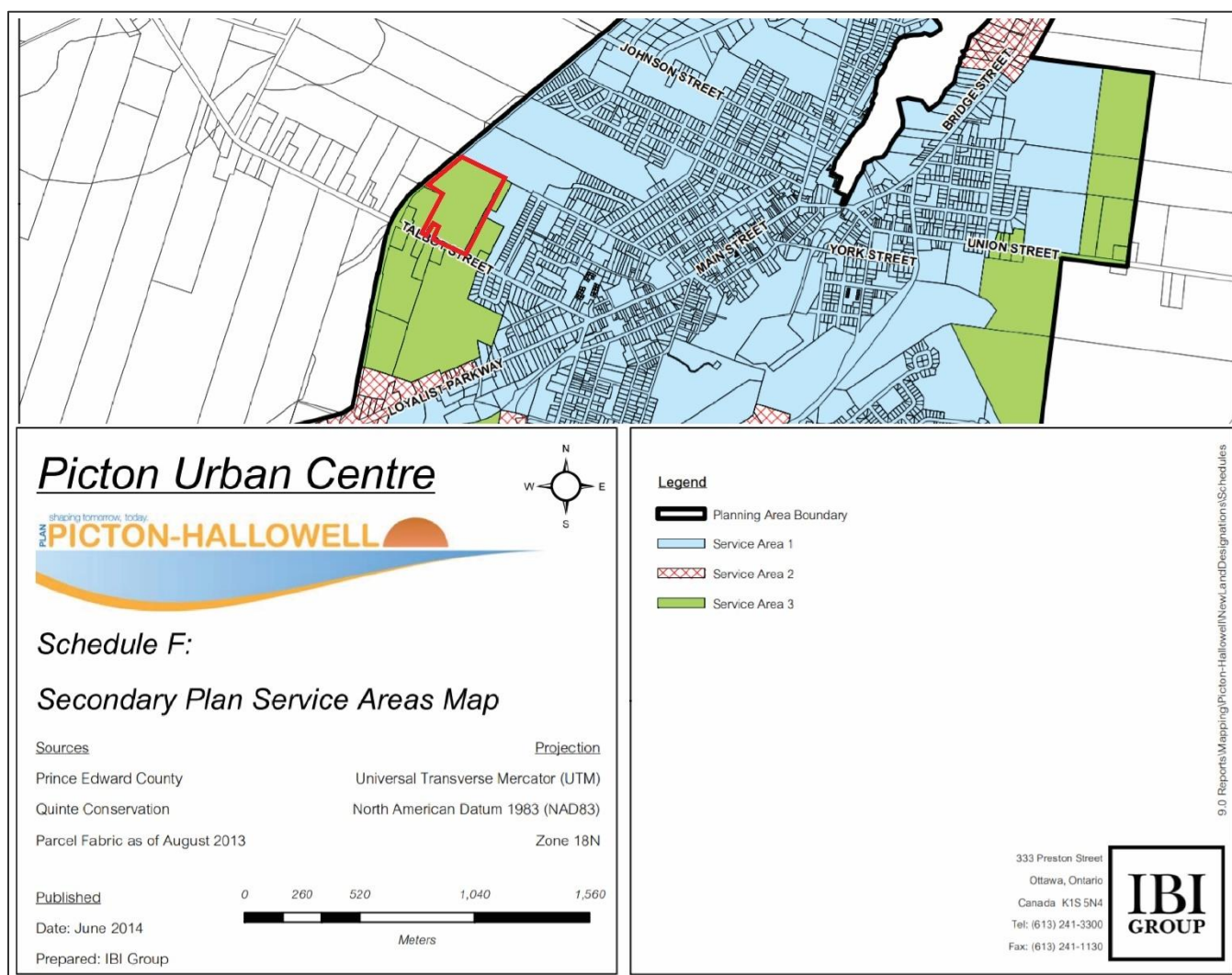


Figure 7: Service Areas (Source: Schedule F: Secondary Plan Service Area Map)

Given the servicing challenges facing the lands within the secondary planning area, the following is the servicing strategy that will apply:

1. Council recognizes the preferred servicing strategy outlined in the Provincial Policy Statement. Based on the servicing opportunities and challenges, 3 service areas, as shown on Schedule F, are identified. The policies that apply to the respective service area are outlined below:
2. Council will revisit the servicing strategy from time to time and revise the strategy to reflect changing circumstances.

#### Service Area 1

1. Within service area 1 development will proceed on full municipal water and sewer services.

#### Service Area 2

Within service area 2 there is municipal water supply but there is no sanitary sewage collection system. Within service area 2:

1. Existing lots of record will be allowed to develop based on municipal piped water supply and private sewage disposal systems. Such sewage disposal systems will require approval of the agency having jurisdiction.
2. New residential development by way of new lot creation will be permitted based on municipal water supply and private sewage disposal systems provided:
  - Uses are limited to a single detached dwelling;
  - Lot size must be appropriate for the proposed use and the lot is not less than 0.2 ha in size with a minimum frontage of 30 metres;
  - Written approval for the subsurface sewage disposal system must be received from the appropriate approval authority; and
  - Lot creation will be limited to two lots, exclusive of the retained lot, for a lot as existed on the date of adoption of this plan.

#### Service Area 3

Within service area 3 there is no existing municipal water or sanitary collection system. The prospect for the extension of municipal water supply or sanitary sewage collection system appears to be remote. Council will continue to explore possibilities for the extension of such services. Until such time as services can be extended, the following policies apply:

1. Consider new development, including lot creation, on private communal water and sewer services for development of greater than five (5) lots. Development review will take into account Ministry of Environment regulations and policies with respect to municipal responsibility in such cases.
2. Existing lots of record may be developed for uses permitted in Schedule A based on individual well and private subsurface sewage disposal systems.
3. Within the Heights Development Area development for employment uses based on large lots may be considered based on private individual services.
4. Consider partial services where they are necessary to address failed individual on-site sewage services and individual on-site water services in existing development.
5. Where communal, or partial, services are proposed, such proposals shall be accompanied by a report, prepared by professionals qualified in the respective field, detailing:
  - a) The hydrogeology of the site and area. The report is to demonstrate that the proposed method of servicing is environmentally feasible, and site conditions are suitable for the long-term provisions of such services, and provide recommendations as to development standards that should apply,
  - b) A terrain analysis demonstrating the suitability of the site for the proposed method of sewage disposal and the standards that should apply, c) Development is within the municipal reserve water and sewage system capacities, and d) A servicing options analysis.
6. Such reports will be subject to peer review at the applicant's expense.
7. Require that development on non-municipal water and sewage services be placed on municipal services when such services become available.

*8. Where a well is proposed for the supply of potable water, such well shall be constructed in accordance with Ministry of Environment regulations, procedures, and policy. Consultation with the Ministry of Natural Resources is encouraged prior to the creation of the well in order to ensure no human hazard is created as per the intent of Section 4.8.20 of this plan.*

The subject site is located within Service Area 3 identified on Schedule F Secondary Plan Servicing Map. Despite being located with Service Area 3, the proposed development will utilize existing municipal water and sanitary sewer infrastructure from the adjacent residential development. An Official Plan Amendment is proposed to amend Schedule F and re-designate the site as located within Service Area 1.

#### **Part Four: Quality of Place in Picton-Hallowell**

##### **Section 4.1 – Town Design**

Section 4.1 of the Secondary Plan provides policy direction for matters pertaining to design and creating a sense of place. Good design relates to buildings and the public spaces around them. As such, new development is expected to complement the existing context. Good design should assist in the creation of compatible and creative places.

##### **Section 4.1.1 Residential Design**

*As noted in Section 2.4 of this Plan, future residential development in Picton-Hallowell will generally occur in two ways. First, it will occur in the already established neighbourhoods of the Town Residential Area by means of infill development and the extension of the neighbourhoods into surrounding undeveloped areas. Second, it will occur in new areas, such as the Heights Development Area.*

*With respect to future development in the Town Residential Area, compatibility of design is a primary concern. In the Heights Development Area, compact design and connectivity are the primary concerns.*

*1. Ensure that infill development reflects the scale, function, and character of existing development. Intensification should integrate with the existing low-rise fabric of the neighbourhood.*

The proposed development incorporates a mix of uses, dwelling types, and densities to the existing neighbourhood. Given that the subject site is located along a collector road in proximity to Loyalist Parkway, this location is appropriate for moderate residential intensification. The surrounding area is predominantly residential. By introducing both residential and open space uses, the site will contribute towards the creation of a more complete neighbourhood. The tallest proposed buildings will be four storeys tall, representing an appropriate and compatible transition towards increased building height in the area to accommodate increased density within the urban boundary. The visual impacts of the proposed buildings will be mitigated by landscaping and proposed setbacks from existing residential uses. The proposed boardwalk connecting to the Millennium Trail and the public park will contribute positively towards the vitality of the neighbourhood. These community amenities will be available for use by residents and visitors.

*2. Ensure that additions and renovations to existing buildings are consistent with the neighbourhood character and do not result in adverse impacts on neighbouring properties. Additions and renovations should reflect the height, scale, and massing of adjacent buildings.*

The proposed development will consist entirely of new residential dwellings.

*3. Consider slightly taller buildings of three and four stories in the extension of existing neighbourhoods and in new neighbourhoods, but locate such buildings together on interior streets away from existing low-rise development. Intensification using three and four storey buildings in existing neighbourhoods should occur at the periphery of these areas and at major intersections. Such buildings could incorporate neighbourhood-scale non-residential uses.*

The proposed development will incorporate buildings up to four storeys in height (stacked townhouse dwellings). The subject site is located on the periphery of an existing residential neighbourhood and is bound by Talbot Street and the Millennium Trail. As such, this is an appropriate location for taller buildings. The proposed four storey dwellings are located with large rear yard setbacks from adjacent dwellings, large setbacks from proposed dwellings, and located centrally within the site.

*4. Encourage the extension of existing neighbourhoods in the Town Residential Area and new neighbourhoods within the Heights Development Area based on a grid-like pattern of streets so as to provide a strong circulation network. Such a network should link local residents with important community elements, amenities, and adjacent neighbourhoods and provide sufficient access for both vehicular and active modes of transportation.*

The proposed development represents the extension of an existing neighbourhood through intensification of under-utilized land within the Town Residential Area. Given the size, shape, and environmental features of the site, a combination of municipal and private roads are proposed. This will facilitate two-way traffic on municipal roads and generally one-way or single land traffic on private roads. Active transportation infrastructure, such as sidewalks, will be integrated in the municipal right-of-way. The road network will connect residents to the broader neighbourhood and allow neighbouring residents and visitors to access the surrounding commercial uses and proposed park and open space.

*5. Ensure that community uses in the extension of existing neighbourhoods in the Town Residential Area and new neighbourhoods within the Heights Development Area are at a neighbourhood scale and are visually compatible with surrounding development. Such uses should be connected with surrounding development by means of streets, sidewalks, walkways or bicycle paths, and open space. Planting should be used to buffer parking and service areas from surrounding development.*

No community uses are proposed with the subdivision. One public park is proposed which will be connected to existing open space and the Millennium Trail and will be publicly accessible via the internal road network and sidewalks. Public on-street parking will be available within the subdivision.

*6. Recognize the potential for laneways as a means of removing garages from the front and side of new homes to provide visual diversity and allow buildings to be located closer to the street. Consider laneways for potential location of utilities within the right-of-way.*

The proposed subdivision has been designed to minimize the appearance of street facing garages wherever possible. The front loaded townhouse dwellings will have front garages, however, Blocks have been designed with internal lanes to reduce their appearance from municipal streets, such as Block 103 and 101. Stacked townhouse dwellings have been designed with internal or rear laneways with rear yard attached garages. Back-to-back townhouse dwellings have been designed to incorporate underground or first floor parking accessible via a single underground entrance. The proposed built form and subdivision inherently reduced the appearance of garages.

*7. Establish residential design guidelines for infill development in the Town Residential Area to ensure that the design and development intent of this Plan are achieved (refer to Section 2.4.1). Design elements to be considered by the guidelines include:*

- a) Site design and building orientation, including: orientation to the street; prevailing setbacks; prevailing lotting and grading; orientation to reduce shadows, improve privacy, increase solar gain; tree and landscape preservation;*
- b) Built form, height, and massing, including: building height and local context; separation distance and window offsetting; outdoor amenity views/privacy; upper building storey face step-backs to reduce building mass and reduce shadows; transition from taller to shorter buildings (45° angular plane);*
- c) Building articulation and detailing, including: architectural style; preferred finishing materials; accesses and entrances; façade design; windows; roofs, gables, and dormers; porches and building projections; heritage building alterations/additions; parking and garage location/design; screening of parking and service areas/utilities;*
- d) Street design, including: prevailing front yard landscaping; landscape/streetscape integration; private walkway/sidewalk connection; street tree planting; landscaped buffer/noise attenuation on major corridors; active transportation network integration/connections;*
- e) Community and commercial uses, including: site design and building orientation; built form, height, and massing; building articulation and detailing; parking location and design; pathway and trail connections.*

The design of the proposed redevelopment has given detailed consideration to site design and building orientation, built form, community uses, and landscaping. Strong emphasis has been placed on encouraging a pedestrian-oriented design which improves community access to the Millennium Trail and open space while maintaining a higher density built form. More refined design details, such as building articulation and cladding, will be addressed through the review process and through subsequent processes, such as final plan of subdivision approval and site plan control.

*8. Establish design guidelines for residential development in the Heights Development Area to ensure that the design and development intent of this Plan are achieved (refer to Section 2.6). Design elements to be considered by the guidelines include:*

- a) Neighbourhood structure and layout, including: green infrastructure (natural heritage system, park and open space lands); natural connections and corridors; tree and landform preservation; stormwater management; neighbourhood activity centres (community and commercial uses); street, pathway, and trails network and connections; development block dimensions; school location and dimensions; park type location and dimensions;*
- b) Street design, including: street cross-section (vehicle lanes, bicycle/parking lanes, boulevard, utilities locations, sidewalks, street tree/median planting, building setbacks); landscaped buffer/noise attenuation on major corridors; neighbourhood gateways/arrival elements; traffic calming/accessibility elements; active transportation network integration/connections;*
- c) Site design and building orientation, including: orientation to streets and open space; setback averaging; mix of building types; orientation to reduce shadows, improve privacy, increase solar gain;*
- d) Built form, height, and massing, including: building height and local context; landmark building locations; upper storey building face step-backs to reduce building mass and reduce shadows; transition from taller to shorter buildings (45° angular plane);*
- e) Building articulation and detailing, including: preferred finishing materials; accesses and entrances; façade design; windows; roofs, gables, and dormers; porches and building projections; garage and driveway location/design; screening of parking and service areas/utilities;*
- f) Community, commercial uses, and industrial uses including: site design and building orientation; built form, height, and massing; building articulation and detailing; parking location and design; pathway and trail connections; and*
- g) Greenspaces, including: accessible frontages and views from neighbourhood; landscape buffers around natural features/stormwater facilities; pathway and lighting design.*

The subject site is not located with the Heights Development Area.

#### Section 4.1.3 Green Design

*Green design is an important part of reducing greenhouse gas emissions community-wide and mitigating the impacts of community development on climate change. Green design can also provide the means for a community to prepare for and adapt to changes that are likely to result from climate change. By incorporating green design in new development and redevelopment in Picton-Hallowell, the community contributes locally to addressing a global issue while creating a more desirable and sustainable place to live, work, shopping, and playing. Green design can improve the following environmental aspects:*

- Air quality;*
- Water use and quality;*
- Energy efficiency and greenhouse gases;*
- Urban agriculture and local food;*
- Transportation;*
- Waste materials; and*
- Local environmental impact.*

*Implementing Policies  
Council shall:*

- 1. Support green design initiatives to improve air quality in Picton-Hallowell, including:*

*a) Developing or expanding active transportation facilities inclusive of bicycle parking, bicycle racks, sidewalk connectivity, sidewalk curb ramps, etc.;*

The proposed development includes the creation of public sidewalks and a public boardwalk to access the Millennium Trail from the proposed subdivision. The development will also include one public park. These features will expand the existing active transportation facilities and attract residents and visitors.

*b) Planting trees to improve air quality and provide shade for pedestrians;*

As many existing trees and vegetation on-site will be preserved as possible. New plantings of native vegetation and trees will be incorporated throughout the site along with other high-quality landscaping features.

*c) Using locally-sourced materials in construction to reduce transportation related emissions; and*

Locally-sourced materials will be use in construction where feasible.

*d) Building compact, higher density developments that consume less land.*

The proposed development represents residential intensification on urban lands which are currently under-utilized.

*2. Support green design initiatives that reduce water use and improve water quality in Picton-Hallowell, including:*

*a) Exploring greater efficiencies in municipal water treatment and distribution;*

Increased density within the urban serviced area will enable more efficient distribution and service delivery using existing municipal infrastructure.

*b) Reducing demand for water use within buildings through the use of water-saving fixtures and appliances;*

Matters pertaining to fixtures and appliances will be addressed through building permit review.

*c) Reducing demand for water for landscaping by using drought-tolerant plants, high efficiency irrigation technology, captured rainwater, or recycled site water;*

The proposed development will incorporate native plantings which are accustomed to the climate and soil qualities found the in the County. Detailed landscaping plans will be required and reviewed by the County through future Site Plan Control approvals.

*d) Installing rain barrels;*

The use of rain barrels will be considered through a more detailed review of the site plan.

*e) Reducing the amount of stormwater runoff through design mechanisms such as site permeability; and*

*f) Improving the quality of stormwater runoff by increasing on-site infiltration and eliminating contaminants.*

A Stormwater Management Report has been prepared which address stormwater (quality and quantity) management.

*5. Support green design initiatives that reduce the need to drive, including:*

*a) Creating walkable streets to promote walking by providing continuous sidewalks on both sides of the street, supporting connectivity through the provision of a grid-like pattern of streets, and setting a maximum speed limit of 40 km/h on new residential only streets;*

The proposed development is pedestrian oriented and incorporates both municipal roads and private lands in order to narrow some right-of-ways and passively reduce vehicle speeds. Sidewalks will be incorporated in the municipal right-of-way and a two-metre wide boardwalk connecting the subdivision to the Millennium Trail will be provided. These features will allow for pedestrian circulation throughout the site and to adjacent areas. The development seeks to integrate a somewhere grid like road network with streets running north-south and east-west, connecting to Talbot Street and Washburn Street. Street A is proposed to terminate in a bulb as Downes Avenue is not currently developed to the subject site and cannot be connected to at this time. Private internal

laneways will provide additional connection within the subdivision. The proposed municipal streets will facilitate two-way movement of traffic throughout the site, while also incorporating active transportation facilities in the form of sidewalks. The road network will connect residents to the broader neighbourhood and allow neighbouring residents and visitors to access the proposed park and existing Millennium Trail.

*b) Supporting carpooling through the provision of dedicated carpooling spaces; and*

No dedicated carpooling spaces have been provided.

*c) Developing or expanding active transportation facilities inclusive of bicycle parking, bicycle racks, sidewalk connectivity, sidewalk curb ramps, etc.:*

Public sidewalks will traverse the entire site, providing connection to the park within the proposed development and the Millennium Trail. A two-metre wide boardwalk will provide connection from the subdivision to the Trail and will be accessible to all members of the public and be able to accommodate both pedestrians and cyclists. Sidewalks will connect all portions of the proposed development and will provide connection to surrounding uses and areas.

### Section 4.3 – Housing

Section 4.3 of the Secondary Plan provides policy direction for matters pertaining to the provision of housing in the Picton-Hallowell area. Housing is a critical component of healthy, sustainable, and complete communities. Although single family housing has been predominant in the past, the Secondary Plan encourages a growing diversity of household types in response to an aging population, reduced household sizes, and limited supply of rental housing. Multi-unit housing with varying types of tenures (rental, condominium, and freehold) are encouraged to meet the emerging household needs in the County.

*Guiding Policies – It is the intent of this Plan to:*

*1. Maintain an appropriate supply of land in Picton-Hallowell to accommodate residential growth.*

The proposed development will contribute 290 residential units to the existing housing stock in the Picton-Hallowell area. This will allow for efficient and appropriate residential growth with the urban area.

*2. Provide for and promote a full range of housing in terms of form, tenure, and affordability to meet the current and future needs of residents in Picton-Hallowell.*

The proposed development includes front loaded townhouse dwellings, stacked townhouse dwellings, and back-to-back townhouse dwellings as well as one single-detached dwelling, providing a range of housing for the current and future needs of residents.

*3. Encourage and promote as a priority the production of affordable housing for low and moderate income households in Picton-Hallowell.*

The proposed development will incorporate the opportunity for second residential units with the front loaded townhouse dwellings on Blocks 106 to 110. As well, units located on Block 103 will be maintained as rental units. As there is a general housing stock shortage within the County, the 290 proposed new residential units will provide a significant increase to available housing options on the market. By increasing available stock, housing prices in the area may become generally more affordable due to an improved balance between supply and demand. As well, the development will contribute a greater range of unit types and sizes, including smaller units that will be more attainable in price.

*4. Encourage and promote housing for seniors, including housing with support facilities that enable seniors to age in place.*

As a development featuring smaller units, parks, public sidewalks, and located in proximity to the Millennium Trail and the downtown core, the proposed development will provide housing stock that will enable seniors to age in place. Although not specifically intended as housing for seniors, the location of the site ensures that all residents are able to live in proximity to important daily services and amenities.

*5. Recognize the importance of special needs housing in meeting the needs of Picton-Hallowell residents.*

The proposed development will comply with the standards of the AODA and the Ontario Building Code to ensure accessibility for all members of society.

*Implementing Policies – Council shall:*

- 1. Maintain the ability to accommodate future residential growth for a minimum of 10 years through intensification, redevelopment, and land designated and available for residential development. Refer to Sections 2.4 and 2.5 of this Plan regarding development in residential and mixed use areas.*

The proposed development represents redevelopment of under-utilized lands within the urban boundary. Residential intensification of the site is appropriate within the context of the surrounding neighbourhood. The subject site is designated Town Residential Area. The relevant policies of Section 2.4, regarding the Town Residential Area, are addressed above. Section 2.5 pertains to mixed-use areas which are identified as the Downtown Core Area, Town Gateway Area, and Town Corridor Area. As such, the policies of Section 2.5 do not pertain to the proposed development.

- 2. Maintain available servicing capacity to provide a minimum three-year supply of residential units in draft approved and registered plans, or in cases of residential intensification and redevelopment, land appropriately zoned and available for development, as required by the Provincial Policy Statement.*
- 3. Monitor the County's ability to accommodate future residential growth and available servicing capacity for residential development to ensure that the housing targets of this Plan are achieved.*

The proposed development will utilize existing municipal infrastructure and servicing.

- 4. Work with the Prince Edward Lennox and Addington Social Services (PELASS) to implement the Strategic Action Plan for Affordable Housing in Prince Edward County.*

This policy is not relevant to the proposed development.

- 5. Work toward achieving a target of 33 percent of new housing to be developed as affordable which term is defined as:*

- a) In the case of ownership housing, the least expensive of:*

- 1. Housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for households with incomes in the lowest 60 percent of the income distribution for the County; or*
- 2. Housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the County; and*

- b) In the case of rental housing, the least expensive of:*

- 1. A unit for which the rent does not exceed 30 percent of gross annual household income for households with incomes in the lowest 60 percent of the income distribution for renter households for the County; or*
- 2. A unit for which the rent is at or below the average market rent of a unit in the County.*

The proposed front loaded townhouse dwellings located on Blocks 106 to 110 will provide the opportunities for second residential units, offering an attainable housing option for home ownership and rental. Residential units located on Block 103 will be maintained as rental units. It should also be emphasized that the 290 proposed new residential units will provide a significant increase to available housing options on the market. By increasing available stock, housing prices in the area may become generally more affordable due to an improved balance between supply and demand.

- 6. Encourage the provision of affordable housing by:*

- a) Supporting increased residential densities in appropriate locations and promoting a full range of housing types—including semi-detached, duplex, triplex, townhouse, and apartments—as part of development or redevelopment;*
- b) Permitting second units within existing and proposed single-detached, semi-detached, and townhouse units, and accessory units as appropriate;*
- c) Permitting the conversion of single-detached residential dwellings into not more than three separate dwelling units, and the conversion of semi-detached and townhouse dwellings into not more than two separate dwelling units;*

- d) *Permitting the conversion of non-residential buildings to residential use preferably to include affordable housing;*
- e) *Informing the community of government grants available to encourage the creation of second units, converted units, and accessory units;*
- f) *Providing infrastructure in a timely manner;*
- g) *Negotiating agreements with the public and private sectors to provide affordable housing through the draft plan of subdivision, plan of condominium, rezoning, and consent processes;*
- h) *Enacting a Municipal Housing Capital Facilities By-law under the Municipal Act to enable the County to enter into agreements with private and non-profit partners for the provision of affordable rental housing;*
- i) *Streamlining of the development approvals process for projects that provide affordable housing as defined by the County;*
- j) *Providing, on a case-by-case basis, relief from development, planning, permit, and other fees normally charged for projects that provide affordable housing as defined by the County;*
- k) *Equalizing the tax ratio for new multi-unit residential buildings in accordance with Federal and Provincial affordable housing guidelines;*
- l) *Considering alternative residential development standards to facilitate affordable housing and a more compact development form; and m) Considering innovative housing models, such as cohousing and life-lease housing.*

The proposed front loaded townhouse dwellings located on Blocks 106 to 110 will provide the opportunities for second residential units, offering an attainable housing option. Residential units located on Block 103 will be maintained as rental units. As well, the subdivision will incorporate a full range of built forms, including front loaded townhouse dwellings, stacked townhouse dwellings, and back-to-back townhouse dwellings. The proposal will also significantly increase the County's housing stock, which in turn may help reduce overall housing costs by improvement the balance between supply and demand.

*7. Ensure that the provisions of the County Zoning By-law are sufficiently flexible to permit a range of housing types, sizes, tenures, and affordability.*

The proposed development includes a range of housing types, sizes, tenures, and affordability. Housing types include including front loaded townhouse dwellings, stacked townhouse dwellings, and back-to-back townhouse dwellings. These represent a range of densities and built forms which will serve the needs of a diverse group of people.

*8. Encourage opportunities for affordable housing to be provided in the Downtown Core Area so as to be located near services and as a means of supporting mixed-use development necessary to support a viable and vibrant commercial centre.*

The proposed front loaded townhouse dwellings located on Blocks 106 to 110 will provide the opportunities for basement second residential units, offering an attainable housing option. Residential units located on Block 103 will be maintained as rental units. While the subject site is not located directly within the downtown core, the subject site is located within proximity to the downtown core.

*9. Encourage opportunities for affordable housing in older established neighbourhoods as a means of maintaining and improving older housing stock in Picton-Hallowell.*

The proposed development will provide new more attainable housing options.

*10. Encourage the development of low income housing geared towards seniors, including affordable rental and ownership housing and housing models that allow seniors to stay in their own home for longer.*

The proposed development will feature a diverse range of unit types and prices that can cater to households in various stages of life.

*11. Consider affordable housing as a priority use for surplus municipal land in Picton-Hallowell and work with other levels of government to make surplus land available to providers of affordable housing at little or no cost.*

This policy is not relevant to the proposed development.

*12. Work with local groups and community service agencies to assess the need for special needs housing in the community and support such groups and agencies interested in pursuing the provision of special needs housing in Picton-Hallowell.*

This policy is not relevant to the proposed development.

*13. Consider the following in the review of any development or redevelopment for the purposes of special needs housing:*

- a) Traffic generated by such housing can be accommodated by the road network and will not have a significant impact on neighbouring land uses;*
- b) The design of such housing is compatible with the scale, density, and character of the surrounding neighbourhood; and*
- c) Provincial or Federal approval has been granted, as appropriate.*

The proposed development will not include any special needs housing.

*14. Permit garden suites on residential lots containing single-detached dwellings in the Town Residential Area and Heights Development Area. Garden suites shall conform to the provisions of the Zoning By-law regarding required lot area and setbacks. Garden suites shall be permitted by means of a temporary use permit for a period of up to 20 years (refer to Section 5.1.1.2 of this Plan).*

The proposed development will not include any garden suites.

*15. Consider the following in the review of any application for the purposes of a garden suite:*

- a) A legitimate and justified need exists to accommodate a person who is elderly or is disabled in a separate suite unit that is in close proximity to the principal dwelling;*
- b) The unit is connected to full municipal services to the satisfaction of the County;*
- c) The exterior design of the unit is compatible with neighbouring residential land uses with respect to scale, character, and layout;*
- d) The unit is located such that it will have minimal effect on light, view, and privacy of adjacent properties and conforms with all applicable zoning provisions;*
- e) The use is temporary and will only be required for a limited period of time;*
- f) The unit will be removed within a reasonable time, as determined by the County, once the legitimate need no longer exists; and*
- g) Financial security may be required in the amount equal to the estimated cost of removing the unit and restoring the property to its pre-development conditions.*

The proposed development will not include any garden suites.

*16. Discourage the conversion of rental housing stock to condominium tenure if such conversion results in a reduction in the amount of comparable rental housing available to a level less than three percent as established by Canada Mortgage and Housing Corporation. Notwithstanding the current vacancy rate, conversion may be considered if:*

- a) 75 percent of existing tenants in the development proposed for conversion have signed an agreement to purchase their units and are given first right to purchase their units at a price no higher than that offered to the general public;*
- b) The development proposed for conversion is inspected by an Ontario licensed architect and/or professional engineer, as appropriate, and a report describing the building condition and listing any required repairs and improvements is prepared and submitted to the County. Required repairs and improvements shall be made a condition of draft plan of condominium approval;*
- c) The applicant provides assistance to each tenant who must relocate as a result of the conversion in finding comparable and mutually agreed upon alternate accommodation within Picton-Hallowell and the payment of moving costs; and*
- d) Parkland dedication is provided in accordance with Subsection 5.1.3.1 of this Plan where no parkland was previously dedicated at the time of construction.*

The proposed development will not result in the conversion of any existing rental units.

### Section 4.5 – Infill Development and Community Improvement

Section 4.5 of the Secondary Plan provides policy direction for infill development and community improvement. Infill development is encouraged to increase the stock of available retail, office, and residential uses and to create complete neighbourhoods. Complete neighbourhoods are achieved by maximizing the use of existing municipal services, providing diverse forms of housing, providing a mix of uses in close proximity, and encouraging active transportation modes.

#### Section 4.5.1 – Infill Development

*Infill development can provide opportunities to revitalize vacant or underutilized lands for the purposes of community improvement. Key infill sites are often located within the core area of a community. Two noteworthy sites in the Downtown Core Area are well suited for mixed use development. Market Lane between Ross and Paul streets represents a significant opportunity for redevelopment under a number of scenarios that could include retail, restaurants, office, apartments, and parking.*

*The area on Mary Street behind the Armoury, Picton Library, and Regent Theatre provides the opportunity for redevelopment to cultural and community uses. This site also lies within the Town Square Policy Area and represents a significant opportunity to contribute to and be integrated with a formal civic space on Main Street. Refer to Section 2.12.1 of this Plan.*

*It is important to note that there may be other sites in Picton-Hallowell that are in transition and may undergo redevelopment to other uses at some point in the future.*

*Guiding Policies – It is the intent of this Plan to:*

- 1. Redevelop vacant or underutilized lands to their highest and best use in a manner that is compatible and complementary with its surroundings; and*

The proposed development represents appropriate infill of underutilized lands in proximity to the downtown core. The proposed infill development will include the creation of 290 residential units, split among a mix of dwellings including front loaded townhouse dwellings, stacked townhouse dwellings, and back-to-back townhouse dwellings, and one single-detached dwelling. By introducing a mix of built forms to the area, the proposed development both reflects the existing character of the surrounding area, as well as allows for increased density within Picton's urban boundary. The site will contain residential and open space uses, contributing towards a more complete neighbourhood which efficiently utilizes existing municipal servicing infrastructure. Residents and visitors to the site will be encouraged to take advantage of active transportation modes, such as walking and cycling, by making use of the proposed sidewalks, Millennium Trail boardwalk, and park space. Given the location of the subject site with frontage on Talbot Street and Millennium Trail, and in proximity to Loyalist Parkway, this is an appropriate location for compatible increased density.

- 2. Consider community identified preferences for redevelopment in Picton-Hallowell.*

The Picton-Hallowell Secondary Plan was developed in consultation with the community. As such, the community preferences for redevelopment in Picton-Hallowell are addressed throughout this section in response to the policies of the Secondary Plan. In particular, Section 2.4 – Town Residential Area, addresses the intended use and vision for the subject site, policies which are addressed in this report.

### Section 4.6 – Green Infrastructure

Section 4.6 of the Secondary Plan provides policy direction for parks, open spaces, and environmental areas. These features are important in supporting a healthy community and healthy environment. Green infrastructure contributes areas for recreation and leisure, as well as environmental protection and management.

#### Section 4.6.1 – Parks And Open Space

*Park and open space areas can define a community more than any other physical element. Park and open space areas support exercise, play, community interaction, and provide contact with nature. These areas contribute greatly to quality of life in Picton-Hallowell and portray it as a community that is healthy, green, and attractive to both residents and visitors. In the next twenty years, the population of Picton-Hallowell may increase by up to 1,230 permanent residents. By current County standards, an additional*

1.2 hectares (3.0 acres) of parkland may be required. However, it is important to note that the provision of park and recreation facilities is not solely related to the provision of physical space – there also needs to be a diversity and equitable distribution of park and recreation facilities throughout the community. While the policies of this section provide direction regarding parks and open space, the policies of Section 2.9 – Park and Open Space Area, relate specifically to the land use and development of these lands. As such, the policies of this section are to be read in conjunction with those of Section 2.9 of this Plan.

#### *Guiding Policies*

*It is the intent of this Plan to:*

1. *Recognize park and open space lands as important contributors to the quality of place in Picton-Hallowell and as invaluable to the long-term health and well-being of its residents; and*

The proposed development includes the creation of one new public park to be conveyed to the County. This park and the proposed two-metre wide boardwalk will provide connection to the Millennium Trail and will ensure high accessibility for residents and visitors. This park will contribute a total of 0.45 hectares of new parkland to the community. A second private park will be incorporated in the development as well as open space adjacent to the Millennium Trail conveyed to the County.

2. *Work toward the creation of an interconnected network of park and open space lands linked by the active transportation system to surrounding neighbourhoods.*

The proposed park will be connected to the subdivision through public sidewalks. Sidewalks will connect to existing municipal active transportation infrastructure beyond the boundaries of the subject site, contributing towards a public network of active transportation facilities and park and open space lands.

#### Section 4.7 – Environmental Management

Section 4.7 of the Secondary Plan provides policy direction for matters pertaining to the protection of environmental resources that are not included in the Environmental Protection Area. These areas are critical for the continued health, liveability, and sustainability of the Picton-Hallowell area.

##### Section 4.7.2 – Town Forest

*The town forest contributes greatly to quality of life in Picton-Hallowell and helps portray the community as a healthy, green, and attractive place for both residents and visitors. The town forest is a vital part of the natural environment as well: it improves air and water quality; it provides shade and reduces energy consumption; it reduces noise; and it increases property value. The town forest includes trees on public and private property and lands within an Environmental Protection designation.*

#### *Guiding Policy*

*It is the intent of this Plan to:*

1. *Preserve and enhance the town forest in Picton-Hallowell for its environmental, aesthetic, and economic benefits.*

As many existing trees on the subject site as possible will be maintained. New plantings of native species will contribute new growth to the town forest and maintain the environmental health of the site and surrounding area, as well as contribute aesthetic and economic benefits.

#### *Implementing Policies – Council shall:*

1. *Establish an inventory of County trees in Picton-Hallowell and expand the inventory annually as funds permit.*

This policy is not relevant to the proposed development.

2. *Encourage stewardship of the town forest in Picton-Hallowell. This may include increasing public awareness of the importance of trees, maintaining a list of appropriate native species, and establishing a tree planting program for home and business owners.*

A landscape plan/street tree planting plan is a typical requirement of draft subdivision approval.

*3. Require the completion of a tree survey/preservation plan in conjunction with any development application that will affect existing trees, including a replacement plan for those trees that cannot be saved.*

An Environmental Impact Study has been completed and submitted in support of the proposed development which examines existing vegetation and tree on the subject property.

*4. Focus street tree planting and landscaping on designated activity routes and “green ways” comprising the active transportation system to encourage walking and enhance pedestrian comfort. Refer to Sections 3.1.4 and 4.6.1 of this Plan.*

New tree plantings and landscaping will be focused along high activity routes and streets which form part of the internal active transportation system and park space within the proposed development. Sections 3.1.4 and 4.6.1 and addressed above.

*5. Require that a street tree be planted for each residential lot in new subdivision development. Each tree planted shall be of a minimum size and native species determined by the County.*

A street tree will be planted for each residential lot per County specifications.

*6. Consider adopting a tree conservation by-law to protect mature trees and vegetation from destruction, injury, or protection as required.*

This policy is not relevant to the proposed development.

## **Part Five: Implementing Plan Picton-Hallowell**

### **Section 5.1 – Plan Administration**

Section 5.1 of the Secondary Plan provides direction for the implementation of the policies within the Plan. This section outlines the tools provide the regulatory framework and decision-making procedures necessary to manage physical development in the Picton-Hallowell area.

#### **Section 5.1.1.4 Bonusing**

*The County may pass a site-specific zoning by-law amendment to allow increases in building height and/or density above that permitted in exchange for the provision of community benefits. Approval of bonusing shall be considered on a case-by-case basis.*

*1. Consider including provisions in the updated Zoning By-law to permit the use of bonusing, pursuant to the provisions of the Planning Act, in order to permit increases in the height and density of development beyond that allowed by zoning in exchange for facilities, services, or matters of community benefit.*

The proposed development seeks to permit a residential density of 58.2 dwelling units per net hectare for the subject site. A maximum building height of four-storeys is proposed for the stacked townhouse dwellings. It is proposed to include in the site-specific zoning by-law amendment provisions to permit increased height and density beyond that allowed in exchange for community benefits.

*2. Recognize that the facilities, services, or matters of community benefit could include:*

- a) Provision of affordable, rental, special needs, assisted, or other forms of special housing;*
- b) Provision of parkland dedication beyond the requirements of the Official Plan;*
- c) Protection of natural features, such as wetlands, beyond the parkland dedication requirements of the Official Plan;*
- d) Provision of public areas and walkways and connections to external public walkways/trail systems;*
- e) Provision of sustainable design features;*
- f) Provision of public parking;*
- g) Provision of public art;*
- h) Provision of community and open space facilities such as small parks, waterfront improvements, day care facilities, schools, community centres and recreational facilities, and other municipal facilities;*
- i) Conservation of cultural heritage resources, including but not limited to the undertaking of a Heritage District Study; and*

*j) Rehabilitation and redevelopment of any potentially contaminated site.*

The proposed development offers a number of community benefits identified in sub-section two above, including: (1) the opportunity for affordable second residential units within some of the proposed front loaded townhouse dwellings; (2) the provision of parkland slightly beyond the requirements of the Official Plan (0.45 hectares instead of 0.428 hectares); (3) protection of the wetland area, beyond parkland requirements, through the conveyance of 1.52-hectares of wetland area to the County; (4) the inclusion of a permanent publicly accessible two-metre wide boardwalk through the wetland area connecting the proposed development to the Millennium Trail; (5) the provision of on-street public parking; and (6) the provision of public park space.

*3. Ensure that any bonusing provisions in the updated Zoning By-law establish a nexus such that the facilities, services, or matters of community benefit provided are commensurate with the increased height and density permitted and are not already a requirement of this Plan.*

Proposed community benefits, which may include a combination of tangible and monetary contributions, will be commensurate with the increased height and density proposed.

*4. Permit bonusing only in cases where the increased height and density complies with all other applicable Zoning By-law regulations, conforms to the intent of the Secondary Plan, is compatible with adjacent existing or proposed development, and is in line with priorities and interests of the County*

The proposed increase to the height and density of the site conforms to the intent of the Secondary Plan and is compatible with adjacent existing and proposed development. The proposed development will contribute positively towards the vitality and viability of the surrounding area.

*5. Ensure that the facilities, services, or matters of community benefit provided in exchange for increased height and density are directly linked or associated with the development proposed and are located onsite or in close proximity.*

The proposed community facilities, including the public park, will be located on-site.

*6. Discourage the transfer of bonus height and density from one site to another or from one project to another.*

The proposed development will not transfer bonus height and density from one site to another or from one project to another.

*7. Require an agreement between the County and the landowner as a condition of the application to be registered on title. Such an agreement would address, among other items, the facilities and services of public benefit to be provided, the timing of their provision, the operation and maintenance of such facilities and services, and the increased height and density permitted in exchange for the public benefit provided.*

An agreement will be prepared as part of the site plan control and final plan of subdivision review process.

*8. Establish Countywide guidelines and a protocol for negotiating community benefits with an owner/developer, pursuant to the provisions of the Planning Act.*

This policy is not relevant to the proposed development.

#### Section 5.1.3.1 – Draft Plan Approval (Subdivision/Condominium)

*1. Consider subdivision control as the primary means of land division in Picton-Hallowell for the purposes of creating four or more lots.*

An application for draft plan of subdivision is being submitted for the proposed development.

*2. Ensure that no land in Picton-Hallowell is subdivided unless the County is satisfied that:*

*a) The lots created are of an appropriate size, are not landlocked, and have adequate road frontage;*

The submitted concept plan illustrates that the proposed built form and dwellings can be appropriately accommodated on the proposed Lots and Blocks. The proposed development will not result in any landlocked parcels.

*b) All lots have access to a publicly road maintained on a year-round basis, although it is recognized that development within a plan of condominium may occur on private roads owned and maintained by a condominium corporation. All roads shall be constructed to County standard;*

All dwellings will have access from either a municipal road or internal private road, operated and maintained through a future condominium corporation. New roads will be developed to County standards.

*c) Environmental resource features and functions are protected and preserved consistent with the Green Infrastructure and Environmental Management policies of this Plan (refer to Sections 4.6 and 4.7 of this Plan).*

An Environmental Impact Study has been completed and submitted in support of the proposed development which examines existing vegetation. The EIS recommends mitigation measures to reduce impacts on natural features and resources on the subject property.

*d) The plan of subdivision or condominium is appropriately phased and will result in orderly development.*

The proposed development will be constructed in phases. Phase 1 will consist of Block 101, Block 102, and Street A.

*e) Parkland dedication is provided pursuant to the requirements of this Plan. Land to be dedicated for parkland shall be in a form and location acceptable to the County.*

The development proposes 0.45 hectares of parkland dedicated to the County, with an additional 1.72 hectares of wetland area also dedicated to the County.

*f) Other relevant agencies having responsibility in the review of the application have been consulted and the input received has been incorporated, as appropriate.*

The proposed application and supporting studies will be circulated to necessary agencies for review and comment.

*g) A subdivision or condominium agreement between the County and the developer is executed.*

A subdivision agreement will be prepared by County staff. An Application for plan of condominium will be submitted at a later date.

*3. Consider implementing a lapsing approval condition for plans of subdivision and condominium under which the approval will lapse at the expiration of a specified period of time being not less than three years. The County may, but is under no obligation to, extend the approval time period prior to its expiration at the request of the developer, and there is no guarantee that reserve capacity for municipal services will be available beyond the draft plan approval period.*

*4. Consider where deemed advisable and as permitted by the Planning Act adopting a by-law to deem part or all of a registered plan of subdivision not to be registered.*

A subdivision agreement and future condominium agreement will be prepared by County staff.

#### Section 5.2.2 – Amendments to the Plan

*1. Recognize the need to amend the text and schedules of this Plan from time to time in order to reflect changing conditions and trends originating in Picton-Hallowell or beyond, or in response to a specific request.*

It is proposed to amend Schedule A Secondary Plan Land Use Map to reflect the actual wetland area and environmental protection area of the subject site as indicated by the Environmental Impact Study. It is proposed to amend Schedule B Secondary Plan Transportation Map to reflect the proposed local roads integrated in the development. Schedule F Secondary Plan Service Areas Map is proposed to be amended to locate the subject site within Service Area 1. The subject site will utilize existing municipal water and sewer infrastructure from lands located east of the site, and as a result Schedule F requires an amendment. These amendments are technical in nature and will reflect the actual use and condition of the site.

*2. Require a planning rationale report be prepared and submitted by a professional planner as part of any request or proposal to amend this Plan. Such a report shall address the purpose and effect of the proposed amendment, including but not limited to: description of the proposed amendment; consistency with the intent of this Plan; consistency with the intent of the Official Plan; and a draft of the amendment being sought. Additional supporting studies, material, and information may be required pursuant to Section 5.1.8 of this Plan.*

This report is submitted in support of the proposed technical official plan schedule amendments.

- 3. Consider the following criteria when evaluating any proposed amendment to this Plan:*
- a) The manner in which the proposed amendment is consistent with the Community Vision for Picton-Hallowell;*
  - b) The manner in which the proposed amendment is consistent with prevailing Provincial policy and regulations and the policies of this Plan;*
  - c) The potential impact of the proposed amendment on the provision of and demand for municipal services, infrastructure, and facilities;*
  - d) The potential impact of the proposed amendment on the cultural and natural heritage resources of the community;*
  - e) The potential impact of the proposed amendment on the financial sustainability of the County;*
  - and*
  - f) Any other criteria determined to be relevant and applicable by the County in consultation with the appropriate agencies.*

The proposed amendments to Schedule A, B, and F are technical in nature and will reflect the existing condition of the site and the proposed residential use. The proposed development will result in the residential development of the site which is permitted by the Town Residential Area designation and related policies. The policies of the Provincial Policy Statement have been reviewed earlier in this report and the proposed development is consistent with relevant policies of the 2020 PPS. The proposed development will utilize existing municipal services including water and sanitary sewers while also supporting municipal facilities through the creation of a public park. The proposed development and proposed official plan schedule amendments are not anticipated to result in any impacts for cultural or natural heritage resources in the community. The proposed amendments will not impact the financial sustainability of the County. The proposed amendments are technical in nature and will reflect the existing condition of the site and recognize the proposed development.

**It is our professional planning opinion that the proposed development conforms with the policies of the Picton Urban Centre Secondary Plan.**

## Current and Proposed Zoning

The subject site is zoned Future Development (FD) Zone on Picton Schedule A1-West in the County of Prince Edward Comprehensive Zoning By-law No. 1816-2006. The 'FD' zone is meant for lands that are intended for future development in accordance with Official Plan land use designations. A zoning by-law amendment is required to rezone the subject site to permit the residential development as proposed and to describe appropriate performance standards. The zoning by-law amendment will also introduce definitions for the proposed built forms including back-to-back townhouse dwelling and stacked townhouse dwelling, not currently defined by Comprehensive Zoning By-law No. 1816-2006.

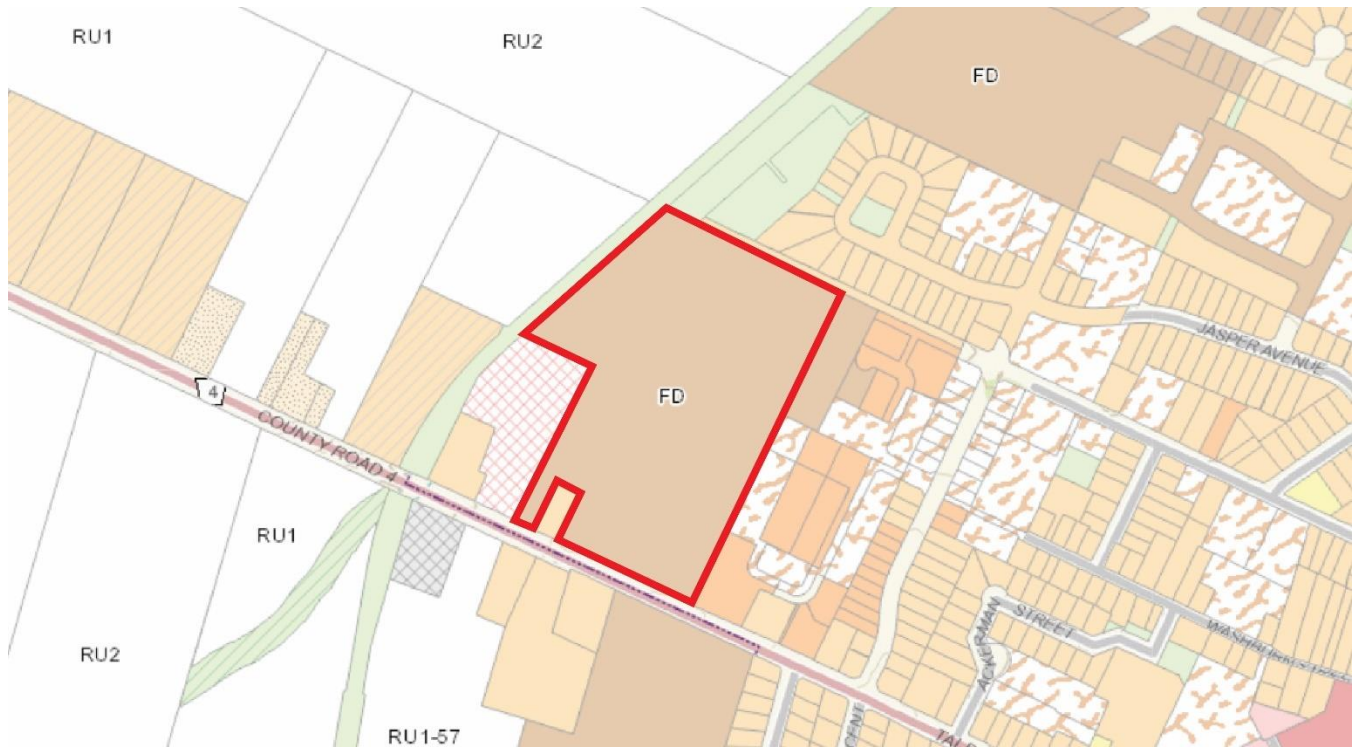


Figure 8: Current Zoning (Source: Prince Edward County Public GIS Viewer)

Each of the Blocks and Lots within the draft plan of subdivision are proposed to be zoned using special zones which reflect the proposed development. The zones are as follows:

- / Lot 1 – Urban Residential Type 1 (R1)
- / Block 101 – Special Urban Residential Type 3 (R3-X1)
- / Block 102 – Special Urban Residential Type 3 (R3-X2)
- / Block 103 – Special Urban Residential Type 3 (R3-X3)
- / Block 104 – Special Urban Residential Type 3 (R3-X4)
- / Block 105 – Special Urban Residential Type 3 (R3-X5)
- / Block 106 – Special Urban Residential Type 3 (R3-X6)
- / Block 107 – Special Urban Residential Type 3 (R3-X7)
- / Block 108 – Special Urban Residential Type 3 (R3-X8)
- / Block 109 – Special Urban Residential Type 3 (R3-X9)
- / Block 110 – Special Urban Residential Type 3 (R3-X10)
- / Block 111 – Special Urban Residential Type 3 (R3-X11)
- / Block 301 – Open Space (OS) and environmental Protection Area (EP)

In addition, the following definitions are proposed to be introduced to Section 3 Definitions of the County of Prince Edward Comprehensive Zoning By-law No. 1816-2006:

***Back-to-back townhouse dwelling:** shall mean a group of at least three attached separate dwelling units which share a sidewall and rear wall, without a rear yard setback, and whereby each unit has an independent entrance to the unit from the outside accessed through the front elevation or exterior side elevation of the dwelling unit.*

***Stacked townhouse dwelling:** shall mean a group of at least three attached separate dwelling units which share a side wall and are stacked vertically, whereby a shared internal front entrance is provided, with front and rear yard setbacks.*

Full zoning matrixes for each of the proposed special zones may be found attached as Appendix C to this report. The full zoning matrixes outline the compliance of each component of the proposed development with the provisions of the R1, R3, OS, and EP zones, as applicable.

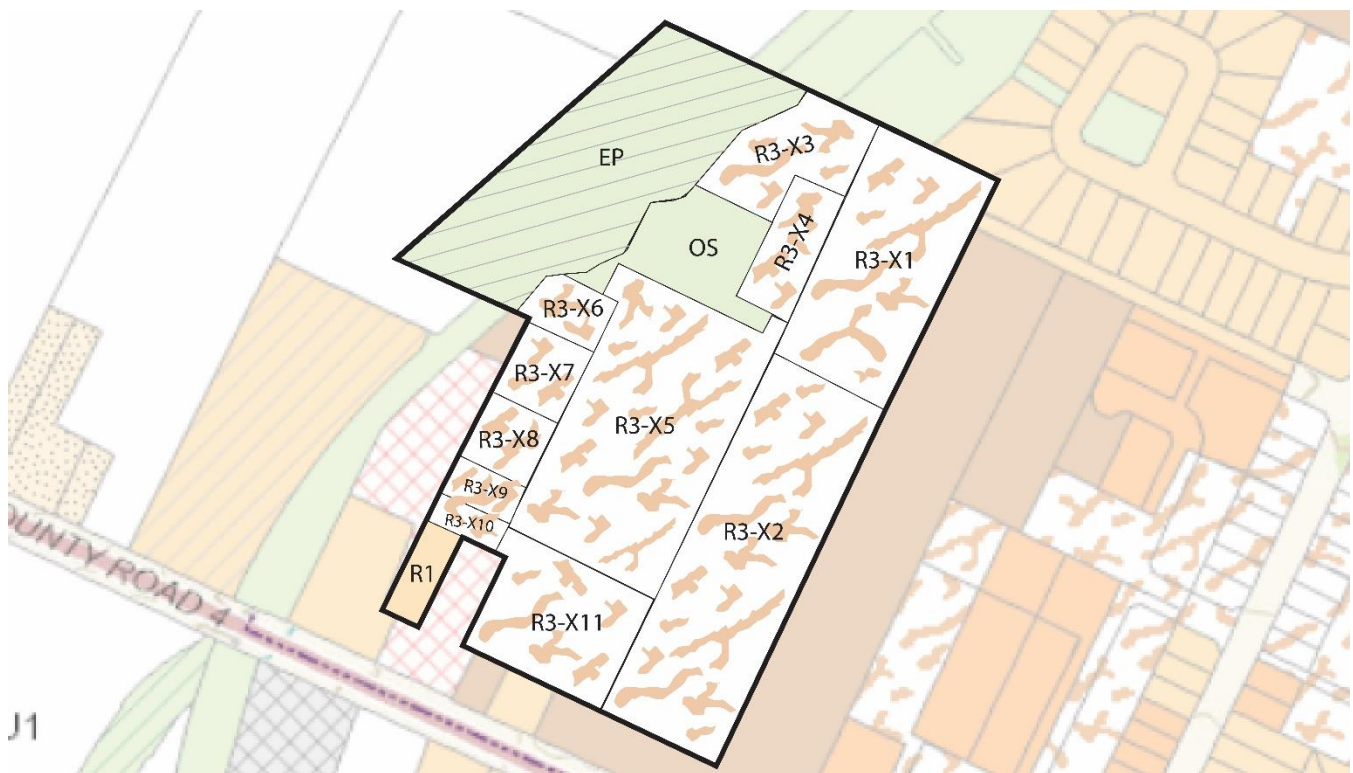


Figure 9: Proposed Zoning Schedule

#### **Lot 1 (R1)**

Lot 1 will contain a single-detached dwelling with frontage on Talbot Street. It is proposed to rezone Lot 1 to the Urban Residential Type 1 (R1) zone. The proposed development will meet all provisions of the parent zoning including setbacks, lot coverage, landscaped open space, and parking and as such no amendment area required. Lot 1 will be rezoned to the parent Urban Residential Type 1 (R1) zone.

#### **Block 101 (R3-X1)**

Block 101 will contain two (2) rows of 16 back-to-back townhouse dwellings and four (4) rows of four front loaded townhouse dwellings, for a total of 48 residential units, with frontage on Street A and private lanes and access from private condominium roads. It is proposed to rezone Block 101 to a Special Residential Type Three (R3-X1) Zone. The proposed back-to-back townhouse dwellings use is not presently contemplated or included in the

County of Prince Edward Comprehensive Zoning By-law No. 1816-2006. As a result, the R3-X1 zone proposes amendments to several of the parent R3 zone provisions. The proposed site-specific provisions for the R3-X1 zone are as follows:

1) Permitted Uses	Back-to-back townhouse dwelling; townhouse dwelling; stacked townhouse dwelling; one unit of a townhouse dwelling; single detached dwelling
2) Minimum Lot Area	Back-to-back townhouse: 70 m <sup>2</sup> per unit Townhouse: 168 m <sup>2</sup> per lot Stacked townhouse: 140 m <sup>2</sup> per lot
3) Front Lot Line	Back-to-back townhouse units, the front lot line shall be the lot line abutting Street A. Townhouse dwelling units, the front lot line shall be defined as the line abutting a private lane
4) Minimum Lot Frontage	Back-to-back townhouse: N/A
5) Minimum Front Yard	Back-to-back townhouse, yard abutting a public street: 3.0 m Townhouse, minimum setback from a public street: 3.0 m, yard containing a driveway and abutting a private street: 4.5 m Stacked townhouse, yard containing the main entrance: 4.5 m
6) Minimum Exterior Side Yard	Back-to-Back townhouse dwelling: 3.0 m abutting a private street, 3.0 m abutting a public street Townhouse: 3.0 m abutting a private street, 3.0 m abutting a public street Stacked townhouse dwelling: 3.0 m abutting a private lane, 3.0 m abutting a public street
7) Minimum Interior Side Yard	Townhouse: On the attached side 0 m, on the other side 1.5 m
8) Minimum Rear Yard	Back-to-back townhouse: N/A Stacked townhouse: 6.0 m for the yard containing a driveway and abutting a private lane
9) Maximum Lot Coverage	Back-to-back townhouse: 100% Townhouse: 42% Stacked townhouse: 50%
10) Minimum Landscaped Open Space	Back-to-back townhouse: 0%
11) Parking Spaces	Back-to-back Townhouse: 1 space per unit Minimum parking space area: 16.2 m <sup>2</sup>

The current R3 zone does not permit all of the proposed uses. It is proposed to permit a back-to-back townhouse dwelling, a townhouse dwelling, stacked townhouse dwelling, one unit of a townhouse dwelling, and a single detached dwelling. Although not all of the proposed uses are currently proposed on the concept plan within Block 101, permitting these uses in the R3-X1 Zone will allow flexibility in design through the detailed design and future final plan of subdivision process. Parent R1 provisions will be utilized for single detached dwellings located on Block 101 and have therefore not been included in the proposed R3-X1 zoning.

Block 101 has frontage on two municipal streets and a proposed internal condominium road, making it difficult to determine which lot line is the front, rear or side lot lines. It is important to clearly define the front lot line in anticipation of future severances of the individual townhouse parcels from the larger Block. To provide clarity in the site-specific zoning, the front lot line for any lot zoned R3-X1 shall be the for the back-to-back townhouses the lot line abutting Street A and for the townhouse dwellings shall be the line abutting a private lane. This is consistent with the location of communal driveways and main entrances within Block 101. Accordingly, the rear lot line shall be the lot line parallel to Street A for the back-to-back townhouse dwellings and for the townhouse dwellings shall be opposite of the front lot line. All other lot lines shall be interior side lot lines or exterior side lot lines, where the lot line abuts a street line or private lane.

As per the provisions of the zoning by-law, a minimum of 250 m<sup>2</sup> of lot area per dwelling unit is required. Block 101 has a total area of approximately 8,900 m<sup>2</sup> and will provide on average 70 m<sup>2</sup> for back-to-back townhouse dwellings, 168 m<sup>2</sup> per townhouse dwelling, and 140 m<sup>2</sup> per stacked townhouse dwelling. Recognizing that the intent is to one day sever each townhouse parcel from the larger Block, it is important to consider the proposed lot area allotted to each townhouse unit. The proposed reduction would accommodate the proposed lot fabric, allow for higher density development, consistent with the policies of the Official Plan and the Picton-Hallowell Secondary Plan.

It is proposed to remove the lot frontage requirement for the back-to-back townhouse dwellings. Due to the building form and the proposed lot fabric of the subdivision, not all back-to-back townhouse units will have frontage on a private lane or municipal street. As a result, it is proposed to remove the requirement in order to allow the built form.

It is proposed to reduce the minimum front yard setback for each of the proposed townhouse uses. This reduction is sought to create improved interaction between the proposed dwellings and the street and allow for greater density within the subdivision. A reduced front yard is desirable in order to establish a vibrant and visually appealing streetscape. The reduced front yard setback will also contribute towards establishing a more pedestrian-friendly streetscape and represents an appropriate transition towards smaller downtown front yards.

It is also proposed to reduce the minimum interior side yard and exterior side yard setbacks. These reductions are sought to accommodate higher density development across the site, per the policy direction of the Official Plan and the Picton-Hallowell Secondary Plan. The reduced setbacks will not result in any significant impacts to neighbouring properties and are consistent with typical urban standards. In addition, reductions to the rear yard setbacks are proposed for the stacked townhouse dwelling and removal of the requirement is proposed for back-to-back townhouse dwellings to recognize the built form and the proposed 6.0 metre driveway length.

It is proposed to increase the maximum lot coverage for each of the uses to recognize the built form and the intent to one day sever each townhouse parcel from the larger block and to create parcels of tied land. The design of the townhouses for Block 101 is consistent with the design for other townhouses across the site. To reduce the size of the townhouses would result in units which are too small for marketing purposes. Although the site is located within the urban centre, it is not within the downtown core where smaller units may be appropriate.

It is proposed to reduce the landscaped open space for back-to-back townhouse dwellings. This is proposed in order to recognize the built form and the intent to one day sever each townhouse parcel from the larger block and to create parcels of tied land. Landscaped open space will be proposed adjacent to the units, however will be a future common element of a condominium agreement.

It is proposed to reduce the parking space requirement for back-to-back townhouse units to one space per unit. The proposed built form will provide one parking space in the first level of each unit. A visitor and resident parking area containing 74 surface parking spaces will be located in Block 102 which can provide additional parking for the back-to-back townhouse units, should it be necessary. As well, it is proposed to reduce the required minimum parking space area to 16.2 m<sup>2</sup>. The required parking space dimensions of 2.7 metres by 6.0 metres equates to a minimum parking space area of 16.2 m<sup>2</sup> rather than the required 16.7 m<sup>2</sup>. As such, it is proposed to reduce the required area to recognize the actual parking space area necessary to accommodate the required parking space dimensions.

### **Block 102 (R3-X2)**

Block 102 will contain two rows of 16 back-to-back townhouse dwellings and three rows of nine (9) stacked townhouse dwellings. The Block has frontage on Street A, Street C and Talbot Street, all units will be access from private lanes and common driveways. It is proposed to rezone Block 102 to a Special Residential Type Three (R3-X2) Zone. The proposed back-to-back townhouse dwellings and stacked townhouse dwellings are uses which are not presently contemplated or included in the County of Prince Edward Comprehensive Zoning By-law No. 1816-2006. As a result, the R3-X2 zone proposed amendments to several of the parent R3 zone provisions. The proposed site-specific provisions for the R3-X2 zone are as follows:

1) Permitted Uses	Back-to-back townhouse dwelling; townhouse dwelling; stacked townhouse dwelling; one unit of a townhouse dwelling; single detached dwelling
2) Minimum Lot Area	Back-to-back townhouse: 70 m <sup>2</sup> per unit Townhouse: 160 m <sup>2</sup> per lot Stacked townhouse: 203 m <sup>2</sup> per lot
3) Front Lot Line	The front lot line shall be the lot line abutting Street A.
4) Minimum Lot Frontage	Back-to-back townhouse: N/A
5) Minimum Front Yard	Back-to-back townhouse, yard abutting a public street: 3.0 m Townhouse, minimum setback from a public street: 3.0 m, yard containing a driveway and abutting a private lane: 4.5 m
6) Minimum Exterior Side Yard	Back-to-Back townhouse dwelling: 3.0 m abutting a private lane, 3.0 m abutting a public street Townhouse: 3.0 m abutting a private lane, 3.0 m abutting a public street Stacked townhouse dwelling: 3.0 m abutting a private lane, 3.0 m abutting a public street
7) Minimum Interior Side Yard	Townhouse: On the attached side 0 m, on the other side 1.5 m
8) Minimum Rear Yard	Back-to-back townhouse: N/A Stacked townhouse: 6.0 m for the yard containing a driveway and abutting a private lane
9) Maximum Lot Coverage	Back-to-back townhouse: 100%
10) Minimum Landscaped Open Space	Back-to-back townhouse: 0%
11) Parking Spaces	Back-to-back Townhouse: 1 space per unit Minimum parking space area: 16.2 m <sup>2</sup>

The current R3 zone does not permit all of the proposed uses. It is proposed to permit a back-to-back townhouse dwelling, a townhouse dwelling, stacked townhouse dwelling, one unit of a townhouse dwelling, and a single detached dwelling. Although not all of the proposed uses are currently proposed on the concept plan within Block 102, permitting these uses in the R3-X2 Zone will allow flexibility in design through the detailed design and future final plan of subdivision process. Parent R1 provisions will be utilized for single detached dwellings located on Block 102 and have therefore not been included in the proposed R3-X2 zoning.

Block 102 will have frontage on three municipal streets and a proposed internal common driveway, making it difficult to determine which lot line is the front, rear or side. It is important to clearly define the front lot line in anticipation of future severances of the individual townhouse parcels from the larger Block. To provide clarity in the site-specific zoning, the front lot line for any lot zoned R3-X2 shall be the lot line abutting Street A for all uses. Accordingly, the rear lot line shall be the lot line parallel to Street A. All other lot lines shall be interior side lot lines or exterior side lot lines, where the lot line abuts a street line or private lane.

As per the provisions of the zoning by-law, a minimum of 250 m<sup>2</sup> of lot area per dwelling unit is required. Block 102 has a total area of approximately 14,600 m<sup>2</sup> and will provide on average 70 m<sup>2</sup> for back-to-back townhouse dwellings, 160 m<sup>2</sup> per townhouse dwelling, and 203 m<sup>2</sup> per stacked townhouse dwelling. Recognizing that the intent is to one day sever each townhouse parcel from the larger Block, it is important to consider the proposed lot area allotted to each townhouse unit. The proposed reduction would accommodate the proposed lot fabric, allow for higher density development, consistent with the policies of the Official Plan and the Picton-Hallowell Secondary Plan.

It is proposed to remove the lot frontage requirement for the back-to-back townhouse dwellings. Due to the building form and the proposed lot fabric of the subdivision, not all back-to-back townhouse units will have frontage on a private lane or municipal street. As a result, it is proposed to remove the requirement in order to allow the built form.

It is proposed to reduce the minimum front yard setback for each of the proposed townhouse uses. This reduction is sought to create improved interaction between the proposed dwellings and the street and allow for greater density within the subdivision. A reduced front yard is desirable in order to establish a vibrant and visually appealing streetscape. The reduced front yard setback will also contribute towards establishing a more pedestrian-friendly streetscape and represents an appropriate transition towards smaller downtown front yards.

It is also proposed to reduce the exterior side yard setbacks and the interior side yard setback for the other side for townhouse dwellings. These reductions are sought to accommodate higher density development across the site, per the policy direction of the Official Plan and the Picton-Hallowell Secondary Plan. The reduced setbacks will not result in any significant impacts to neighbouring properties and are consistent with typical urban standards. In addition, reductions to the rear yard setbacks are proposed for the stacked townhouse dwelling and removal of the requirement is proposed for back-to-back townhouse dwellings to recognize the built form and the proposed 6.0 metre driveway length.

It is proposed to increase the maximum lot coverage for the back-to-back townhouse dwellings to recognize the built form and the intent to one day sever each townhouse parcel from the larger block. The design of the townhouses for Block 102 is consistent with the design for other townhouses across the site. To reduce the size of the townhouses would result in units which are too small for marketing purposes. Although the site is located within the urban centre, it is not within the downtown core where smaller units may be appropriate.

It is proposed to reduce the landscaped open space for back-to-back townhouse dwellings. This is proposed in order to recognize the built form and the intent to one day sever each townhouse parcel from the larger block and to create parcels of tied land. Landscaped open space will be proposed adjacent to the units, however will be a future common element of a condominium agreement.

It is proposed to reduce the parking space requirement for back-to-back townhouse units to one space per unit. The proposed built form will provide one parking space in the first level of each unit. A visitor and resident parking area containing 74 surface parking spaces will be located in Block 102 which can provide additional parking for the back-to-back townhouse units, should it be necessary. As well, it is proposed to reduce the required minimum parking space area to 16.2 m<sup>2</sup>. The required parking space dimensions of 2.7 metres by 6.0 metres equates to a minimum parking space area of 16.2 m<sup>2</sup> rather than the required 16.7 m<sup>2</sup>. As such, it is proposed to reduce the required area to recognize the actual parking space area necessary to accommodate the required parking space dimensions.

### **Block 103 (R3-X3)**

Block 103 will contain two rows of five (5) front loaded townhouse with frontage on a private common driveway. It is proposed to rezone Block 103 to Special Urban Residential Type 3 (R3-X3) zone. The proposed site-specific provisions for the R3-X2 zone are as follows:

- |                               |   |
|-------------------------------|---|
| 1) Permitted Uses             | Townhouse dwelling; one unit of a townhouse dwelling; single detached dwelling                              |
| 2) Minimum Lot Area           | Townhouse: 154 m <sup>2</sup> per lot   |
| 3) Front Lot Line             | For townhouse dwelling units, the front lot line shall be defined as the line abutting the common driveway. |
| 4) Rear Lot Line              | The rear lot lines shall be defined as the northern most and southern most lot lines.                       |
| 5) Minimum Lot Frontage       | 7.0 m on a private lane   |
| 6) Minimum Front Yard         | 4.5 m   |
| 7) Maximum Lot Coverage       | 46 % per unit   |
| 8) Minimum parking space area | 4.5 m parking stall length and 12.1 m <sup>2</sup> parking space area                                       |

The current R3 zone does not permit single detached dwelling. This use is proposed in the R3-X3 zone to allow flexibility in design through the detailed design and future final plan of subdivision process. Parent R1 provisions

would be utilized for single detached dwellings located on Block 103 and have therefore not been included in the proposed R3-X3 zoning.

As per the provisions of the zoning by-law, a minimum of 250 m<sup>2</sup> of lot area per dwelling unit is required. Block 103 has a total area of approximately 3,000 m<sup>2</sup> and will provide at a minimum 154 m<sup>2</sup> per townhouse dwelling. Recognizing that the intent is to one day sever each townhouse parcel from the larger Block, it is important to consider the proposed lot area allotted to each townhouse unit. The proposed reduction would accommodate the proposed lot fabric, allow for higher density development, consistent with the policies of the Official Plan and the Picton-Hallowell Secondary Plan.

Block 103 will have an irregular shape, frontage on one municipal street, and a proposed internal common driveway, making it difficult to determine which lot line is the front, rear or side. It is important to clearly define the front lot line in anticipation of future severances of the individual townhouse parcels from the larger Block. To provide clarity in the site-specific zoning, the front lot line for townhouse dwelling units within the R3-X3 zone shall be defined as the line abutting the common driveway. The rear lot lines shall be defined as the northern most and southern most lot lines, adjacent to the park and pump station (Block 201). Accordingly, all other line lines shall be interior and exterior lot lines.

It is proposed to reduce the lot frontage requirement to 7.0 metres on a private lane in order to recognize the width of the proposed individual townhouse dwelling units and recognize the design of the block with an internal private lane. It is also proposed to reduce the minimum front yard setback for each of the proposed townhouse uses to 4.5 metres. This reduction is sought to allow the proposed common driveway which is required to terminate in a cul-de-sac. This driveway design results in the driveway of two lots reduced to a length of 4.5 metres. All other lots will have driveways with a length of 6.0 metres or greater.

It is proposed to increase the maximum lot coverage for the townhouse dwellings to recognize the built form and the intent to one day sever each townhouse parcel from the larger block. The design of the townhouses for Block 103 is consistent with the design for other townhouses across the site. To reduce the size of the townhouses would result in units which are too small for marketing purposes. Although the site is located within the urban centre, it is not within the downtown core where smaller units may be appropriate.

It is proposed to reduce the required minimum parking space area to 12.1 m<sup>2</sup> and the parking stall length to 4.5m. Due to the design of Block 103 and the inclusion of a common driveway terminating in a cul-de-sac, two of the driveways have been reduced to 4.5 metres. The remainder of the driveways located on Block 103 will meet the required front yard setback, parking stall length and area.

#### **Block 104 (R3-X4)**

Block 104 will contain a row of six (6) front loaded townhouse dwellings and a row of four (4) front loaded townhouse dwellings with frontage on Street A. It is proposed to rezone Block 104 to Special Urban Residential Type 3 (R3-X4) zone. The R3-X4 zone will result in a reduction to the minimum lot area, minimum front yard setback, minimum interior side yard setback, and minimum parking area. The proposed site-specific provisions for the R3-X4 zone are as follows:

- |                               |   |
|-------------------------------|---|
| 1) Minimum Lot Area           | 164 m <sup>2</sup> per dwelling unit                        |
| 2) Front Lot Line             | The front lot line shall be the lot line abutting Street A. |
| 3) Minimum Front Yard         | 6.0 metres  |
| 4) Minimum Interior Side Yard | 1.5 metres (other side)                                     |
| 5) Maximum Lot Coverage       | 43%   |
| 6) Parking Space Area         | 16.2 m <sup>2</sup> per space                               |

As per the provisions of the zoning by-law, a minimum of 250 m<sup>2</sup> of lot area per dwelling unit is required. Block 104 has a total area of approximately 1,856 m<sup>2</sup> and will provide on average 164 m<sup>2</sup> per lot. Recognizing that the intent is to one day sever each townhouse parcel from the larger Block, it is important to consider the proposed lot area allotted to each townhouse unit. The proposed reduction would accommodate the proposed lot fabric,

allow for higher density development, consistent with the policies of the Official Plan and the Picton-Hallowell Secondary Plan.

Block 104 will have frontage on both a municipal street and private driveway on the adjacent lot. The front lot line shall be defined as the lot line abutting Street A with the remainder of the lot lines rear, interior side, and exterior side.

It is proposed to reduce the minimum front yard setback to 6.0 metres. This reduction is sought to create improved interaction between the proposed dwellings and the street and allow for greater density within the subdivision. A reduced front yard is desirable in order to establish a vibrant and visually appealing streetscape. The reduced front yard setback will also contribute towards establishing a more pedestrian-friendly streetscape and represents an appropriate transition towards smaller downtown front yards. It is also proposed to reduce the minimum interior side yard setback to 1.5 metres for sides not attached to a unit. This reduction is sought to accommodate higher density development across the site, per the policy direction of the Official Plan and the Picton-Hallowell Secondary Plan. The reduced setbacks will not result in any significant impacts to neighbouring properties and is consistent with typical urban standards.

The proposed increase to the maximum lot coverage to 43% will allow for a more efficient use of the available land. The design of the townhouses for Block 104 is consistent with the design for other townhouses across the site. To reduce the size of the townhouses would result in units which are too small for marketing purposes. Although the site is located within the urban centre, it is not within the downtown core where smaller units may be appropriate.

It is proposed to reduce the required minimum parking space area to 16.2 m<sup>2</sup>. The required parking space dimensions of 2.7 metres by 6.0 metres equates to a minimum parking space area of 16.2 m<sup>2</sup> rather than the required 16.7 m<sup>2</sup>. As such, it is proposed to reduce the required area to recognize the actual parking space area necessary to accommodate the required parking space dimensions.

### **Block 105 (R3-X5)**

Block 105 will contain four rows of stacked townhouse dwellings, two rows containing nine (9) units and two rows containing 12 units. Block 105 will have frontage on four municipal street and will have internal common rear laneways for each of the stacked townhouse rows. It is proposed to rezone Block 105 to a Special Residential Type Three (R3-X5) Zone. The proposed stacked townhouse dwelling is a use not presently contemplated or included in the County of Prince Edward Comprehensive Zoning By-law No. 1816-2006. As a result, the R3-X5 zone proposes amendments to several of the parent R3 zone provisions. The proposed site-specific provisions for the R3-X5 zone are as follows:

- |                               |  |
|-------------------------------|--|
| 1) Permitted Uses             | Back-to-back townhouse dwelling; townhouse dwelling; stacked townhouse dwelling; one unit of a townhouse dwelling; single detached dwelling  |
| 2) Front Lot Line             | Any lot line abutting a public road is considered a front lot line.  |
| 3) Rear Yard                  | Any yard containing a driveway and abutting a private lane is considered a rear yard   |
| 4) Minimum Lot Area           | Back-to-back townhouse: 70 m <sup>2</sup> per unit<br>Townhouse: 160 m <sup>2</sup> per lot<br>Stacked townhouse: 140 m <sup>2</sup> per lot   |
| 5) Minimum Lot Frontage       | Back-to-back townhouse: N/A  |
| 6) Minimum Front Yard         | Back-to-back townhouse, yard abutting a public street: 3.0 m<br>Townhouse, minimum setback from a public street: 3.0 m, yard containing a driveway and abutting a private street: 4.5 m<br>Stacked townhouse, yard containing the main entrance: 4.5 m |
| 7) Minimum Exterior Side Yard | Back-to-Back townhouse dwelling: 3.0 m abutting a private street, 3.0 m abutting a public street<br>Townhouse: 3.0 m abutting a private street, 3.0 m abutting a   |

	public street
	Stacked townhouse dwelling: 3.0 m abutting a private lane, 3.0 m abutting a public street
8) Minimum Interior Side Yard	Townhouse: On the attached side 0 m, on the other side 1.5 m
9) Minimum Rear Yard	Back-to-back townhouse: N/A
	Stacked townhouse: 6.0 m for the yard containing a driveway and abutting a private lane
10) Maximum Lot Coverage	Back-to-back townhouse: 100%
	Townhouse: 42%
	Stacked townhouse: 50%
11) Minimum Landscaped Open Space	Back-to-back townhouse: 0%
	Stacked townhouse: 24%
12) Parking Spaces	Back-to-back Townhouse: 1 space per unit
	Minimum parking space area: 16.2 m <sup>2</sup>

The current R3 zone does not permit all of the proposed uses. It is proposed to permit a back-to-back townhouse dwelling, a townhouse dwelling, stacked townhouse dwelling, one unit of a townhouse dwelling, and a single detached dwelling. Although not all of the proposed uses are currently proposed on the concept plan within Block 105, permitting these uses in the R3-X5 zone will allow flexibility in design through the detailed design and future final plan of subdivision process. Parent R1 provisions will be utilized for single detached dwellings located on Block 105 and have therefore not been included in the proposed R3-X5 zoning.

Block 105 has frontage on four municipal streets and internal common rear laneways for each of the stacked townhouse units. It is important to clearly define the front lot lines in anticipation of future severances of the individual townhouse parcels from the larger Block. To provide clarity in the site-specific zoning, the front lot line for any lot zoned R3-X5 shall be any lot line abutting a public road. The rear yard is defined as any yard containing a driveway and abutting a private lane.

As per the provisions of the zoning by-law, a minimum of 250 m<sup>2</sup> of lot area per dwelling unit is required. Block 105 will provide on average 70 m<sup>2</sup> for back-to-back townhouse dwellings, 160 m<sup>2</sup> per townhouse dwelling, and 140 m<sup>2</sup> per stacked townhouse dwelling. Recognizing that the intent is to one day sever each townhouse parcel from the larger Block, it is important to consider the proposed lot area allotted to each townhouse unit. The proposed reduction would accommodate the proposed lot fabric, allow for higher density development, consistent with the policies of the Official Plan and the Picton-Hallowell Secondary Plan.

It is proposed to remove the lot frontage requirement for the back-to-back townhouse dwellings. Due to the building form and the proposed lot fabric of the subdivision, not all back-to-back townhouse units will have frontage on a private lane or municipal street. As a result, it is proposed to remove the requirement in order to allow the built form.

It is proposed to reduce the minimum front yard setback for each of the proposed townhouse uses. This reduction is sought to create improved interaction between the proposed dwellings and the street and allow for greater density within the subdivision. A reduced front yard is desirable in order to establish a vibrant and visually appealing streetscape. The reduced front yard setback will also contribute towards establishing a more pedestrian-friendly streetscape and represents an appropriate transition towards smaller downtown front yards.

It is also proposed to reduce the minimum interior side yard and exterior side yard setbacks. These reductions are sought to accommodate higher density development across the site, per the policy direction of the Official Plan and the Picton-Hallowell Secondary Plan. The reduced setbacks will not result in any significant impacts to neighbouring properties and are consistent with typical urban standards. In addition, reductions to the rear yard setbacks are proposed for the stacked townhouse dwelling and removal of the requirement is proposed for back-to-back townhouse dwellings to recognize the built form and the proposed 6.0 metre driveway length.

It is proposed to increase the maximum lot coverage for each of the uses to recognize the built form and the intent to one day sever each townhouse parcel from the larger block and to create parcels of tied land. The design of the townhouses for Block 105 is consistent with the design for other townhouses across the site. To reduce the size of the townhouses would result in units which are too small for marketing purposes. Although the site is located within the urban centre, it is not within the downtown core where smaller units may be appropriate.

It is proposed to reduce the landscaped open space for back-to-back townhouse dwellings. This is proposed in order to recognize the built form and the intent to one day sever each townhouse parcel from the larger block and to create parcels of tied land. Landscaped open space will be proposed adjacent to the units, however will be a future common element of a condominium agreement.

It is proposed to reduce the parking space requirement for back-to-back townhouse units to one space per unit. The proposed built form will provide one parking space in the first level of each unit. A visitor and resident parking area containing 74 surface parking spaces will be located in Block 102 which can provide additional parking for the back-to-back townhouse units, should it be necessary. As well, it is proposed to reduce the required minimum parking space area to 16.2 m<sup>2</sup>. The required parking space dimensions of 2.7 metres by 6.0 metres equates to a minimum parking space area of 16.2 m<sup>2</sup> rather than the required 16.7 m<sup>2</sup>. As such, it is proposed to reduce the required area to recognize the actual parking space area necessary to accommodate the required parking space dimensions.

### **Block 106 (R3-X6)**

Block 106 will contain a row of four (4) front loaded townhouse dwellings with frontage on Street B. It is proposed to rezone Block 106 to Special Urban Residential Type 3 (R3-X6) zone. The R3-X6 zone will result in a reduction to the minimum lot area, minimum front yard setback, minimum interior side yard setback, and minimum parking area. The proposed site-specific provisions for the R3-X6 zone are as follows:

1) Permitted Use	Townhouse dwelling; One unit of a townhouse dwelling; Stacked townhouse dwelling, Second residential unit
2) Minimum Lot Area	240 m <sup>2</sup> per dwelling unit
3) Minimum Front Yard	6.0 metres
4) Minimum Interior Side Yard	1.5 metres (other side)
5) Minimum Parking Space Area	16.2 m <sup>2</sup> per driveway

The current R3 zone does not permit all of the proposed uses. It is proposed to permit a townhouse dwelling, stacked townhouse dwelling, one unit of a townhouse dwelling, and a second residential unit. Although not all of the proposed uses are currently proposed on the concept plan within Block 106, permitting these uses in the R3-X6 zone will allow flexibility in design through the detailed design and future final plan of subdivision process. Second residential units will comply with existing zoning provisions and as such, no amendments are proposed.

As per the provisions of the zoning by-law, a minimum of 250 m<sup>2</sup> of lot area per dwelling unit is required. Block 106, as a whole, conforms with this provision. Having a total area of 0.11 hectares (1,160 m<sup>2</sup>), there is 250 m<sup>2</sup> of area available per unit. However, on a per unit basis, only the townhouse units located on either end of the row have at least 250 m<sup>2</sup> of planned lot area. Recognizing that the intent is to one day sever each townhouse parcel from the larger Block, it is important to consider the proposed lot area allotted to each townhouse unit. The proposed reduction would accommodate the proposed lot fabric, allow for higher density development, consistent with the policies of the Official Plan and the Picton-Hallowell Secondary Plan.

It is proposed to reduce the minimum front yard setback to 6.0 metres. This reduction is sought to create improved interaction between the proposed dwellings and the street and allow for greater density within the subdivision. A reduced front yard is desirable in order to establish a vibrant and visually appealing streetscape. The reduced front yard setback will also contribute towards establishing a more pedestrian-friendly streetscape and represents an appropriate transition towards smaller downtown front yards. It is also proposed to reduce the minimum interior side yard setback to 1.5 metres for sides not attached to a unit. This reduction is sought to accommodate higher density development across the site, per the policy direction of the Official Plan and the Picton-Hallowell

Secondary Plan. The reduced setbacks will not result in any significant impacts to neighbouring properties and is consistent with typical urban standards.

Reduction to the parking space area will allow a driveway length of 6.0 metres while also meeting the required 2.7 metre parking space width. Similar to the reduction in the front yard setback, this reduction will contribute to establishing a more pedestrian-friendly streetscape.

### **Block 107 (R3-X7)**

Block 107 will contain a row of six (6) front loaded townhouse dwellings with frontage on Street B. It is proposed to rezone Block 107 to Special Urban Residential Type 3 (R3-X7) zone. The R3-X7 zone will result in a reduction to the minimum lot area, minimum front yard setback, minimum interior side yard setback, and minimum parking area. The proposed site-specific provisions for the R3-X7 zone are as follows:

1) Permitted Use	Townhouse dwelling; One unit of a townhouse dwelling; Stacked townhouse dwelling, Second residential unit
2) Minimum Lot Area	215 m <sup>2</sup> per dwelling unit
3) Minimum Front Yard	6.0 metres
4) Minimum Interior Side Yard	1.5 metres (other side)
5) Minimum Parking Space Area	16.2 m <sup>2</sup> per driveway

The current R3 zone does not permit all of the proposed uses. It is proposed to permit a townhouse dwelling, stacked townhouse dwelling, one unit of a townhouse dwelling, and a second residential unit. Although not all of the proposed uses are currently proposed on the concept plan within Block 107, permitting these uses in the R3-X7 zone will allow flexibility in design through the detailed design and future final plan of subdivision process. Second residential units will comply with existing zoning provisions and as such, no amendments are proposed.

As per the provisions of the zoning by-law, a minimum of 250 m<sup>2</sup> of lot area per dwelling unit is required. Block 107, as a whole, has a total area of 0.14 hectares (1,400 m<sup>2</sup>), which is slightly less than the required 1,500 m<sup>2</sup> for the six (6) proposed units. On a per unit basis, only the townhouse units located on either end of the row have at least 250 m<sup>2</sup> of planned lot area. Recognizing that the intent is to one day sever each townhouse parcel from the larger Block, it is important to consider the proposed lot area allotted to each townhouse unit. The proposed reduction to 215 m<sup>2</sup> per lot would accommodate the proposed lot fabric, allow for higher density development, consistent with the policies of the Official Plan and the Picton-Hallowell Secondary Plan.

It is proposed to reduce the minimum front yard setback to 6.0 metres. This reduction is sought to create improved interaction between the proposed dwellings and the street and allow for greater density within the subdivision. A reduced front yard is desirable in order to establish a vibrant and visually appealing streetscape. The reduced front yard setback will also contribute towards establishing a more pedestrian-friendly streetscape and represents an appropriate transition towards smaller downtown front yards. It is also proposed to reduce the minimum interior side yard setback to 1.5 metres for sides not attached to a unit. This reduction is sought to accommodate higher density development across the site, per the policy direction of the Official Plan and the Picton-Hallowell Secondary Plan. The reduced setbacks will not result in any significant impacts to neighbouring properties and is consistent with typical urban standards.

Reduction to the parking space area will allow a driveway length of 6.0 metres while also meeting the required 2.7 metre parking space width. Similar to the reduction in the front yard setback, this reduction will contribute to establishing a more pedestrian-friendly streetscape.

### **Block 108 (R3-X8)**

Block 108 will contain a row of six (6) front loaded townhouse dwellings with frontage on Street B. It is proposed to rezone Block 108 to Special Urban Residential Type 3 (R3-X8) zone. The R3-X8 zone will result in a reduction to the minimum lot area, minimum front yard setback, minimum interior side yard setback, and minimum parking area. The proposed site-specific provisions for the R3-X8 zone are as follows:

1) Permitted Use	Townhouse dwelling; One unit of a townhouse dwelling; Stacked townhouse dwelling, Second residential unit
2) Minimum Lot Area	220 m <sup>2</sup> per dwelling unit
3) Minimum Front Yard	6.0 metres
4) Minimum Interior Side Yard	1.5 metres (other side)
5) Minimum Parking Space Area	16.2 m <sup>2</sup> per driveway

The current R3 zone does not permit all of the proposed uses. It is proposed to permit a townhouse dwelling, stacked townhouse dwelling, one unit of a townhouse dwelling, and a second residential unit. Although not all of the proposed uses are currently proposed on the concept plan within Block 108, permitting these uses in the R3-X8 zone will allow flexibility in design through the detailed design and future final plan of subdivision process. Second residential units will comply with existing zoning provisions and as such, no amendments are proposed.

As per the provisions of the zoning by-law, a minimum of 250 m<sup>2</sup> of lot area per dwelling unit is required and has a total area of approximately 1,450 m<sup>2</sup>. However, on a per unit basis, only the townhouse units located on either end of the row have at least 250 m<sup>2</sup> of planned lot area. Recognizing that the intent is to one day sever each townhouse parcel from the larger Block, it is important to consider the proposed lot area allotted to each townhouse unit. The proposed reduction would accommodate the proposed lot fabric, allow for higher density development, consistent with the policies of the Official Plan and the Picton-Hallowell Secondary Plan.

It is proposed to reduce the minimum front yard setback to 6.0 metres. This reduction is sought to create improved interaction between the proposed dwellings and the street and allow for greater density within the subdivision. A reduced front yard is desirable in order to establish a vibrant and visually appealing streetscape. The reduced front yard setback will also contribute towards establishing a more pedestrian-friendly streetscape and represents an appropriate transition towards smaller downtown front yards. It is also proposed to reduce the minimum interior side yard setback to 1.5 metres for sides not attached to a unit. This reduction is sought to accommodate higher density development across the site, per the policy direction of the Official Plan and the Picton-Hallowell Secondary Plan. The reduced setbacks will not result in any significant impacts to neighbouring properties and is consistent with typical urban standards.

Reduction to the parking space area will allow a driveway length of 6.0 metres while also meeting the required 2.7 metre parking space width. Similar to the reduction in the front yard setback, this reduction will contribute to establishing a more pedestrian-friendly streetscape.

### **Block 109 (R3-X9)**

Block 109 will contain a row of three (3) front loaded townhouse dwellings with frontage on Street B. It is proposed to rezone Block 109 to Special Urban Residential Type 3 (R3-X9) zone. The R3-X9 zone will result in a reduction to the minimum lot area, minimum front yard setback, minimum interior side yard setback, and minimum parking area. The proposed site-specific provisions for the R3-X9 zone are as follows:

1) Permitted Use	Townhouse dwelling; One unit of a townhouse dwelling; Stacked townhouse dwelling, Second residential unit
2) Minimum Lot Area	230 m <sup>2</sup> per dwelling unit
3) Minimum Front Yard	6.0 metres
4) Minimum Interior Side Yard	1.5 metres (other side)
5) Minimum Parking Space Area	16.2 m <sup>2</sup> per driveway

The current R3 zone does not permit all of the proposed uses. It is proposed to permit a townhouse dwelling, stacked townhouse dwelling, one unit of a townhouse dwelling, and a second residential unit. Although not all of the proposed uses are currently proposed on the concept plan within Block 109, permitting these uses in the R3-X9 zone will allow flexibility in design through the detailed design and future final plan of subdivision process. Second residential units will comply with existing zoning provisions and as such, no amendments are proposed.

As per the provisions of the zoning by-law, a minimum of 250 m<sup>2</sup> of lot area per dwelling unit is required. Block 109, as a whole, conforms with this provision. Having a total area of 775 m<sup>2</sup>, there is 250 m<sup>2</sup> of area available per unit. However, on a per unit basis, only the townhouse units located on either end of the row have at least 250 m<sup>2</sup> of planned lot area. Recognizing that the intent is to one day sever each townhouse parcel from the larger Block, it is important to consider the proposed lot area allotted to each townhouse unit. The proposed reduction would accommodate the proposed lot fabric, allow for higher density development, consistent with the policies of the Official Plan and the Picton-Hallowell Secondary Plan.

It is proposed to reduce the minimum front yard setback to 6.0 metres. This reduction is sought to create improved interaction between the proposed dwellings and the street and allow for greater density within the subdivision. A reduced front yard is desirable in order to establish a vibrant and visually appealing streetscape. The reduced front yard setback will also contribute towards establishing a more pedestrian-friendly streetscape and represents an appropriate transition towards smaller downtown front yards. It is also proposed to reduce the minimum interior side yard setback to 1.5 metres for sides not attached to a unit. This reduction is sought to accommodate higher density development across the site, per the policy direction of the Official Plan and the Picton-Hallowell Secondary Plan. The reduced setbacks will not result in any significant impacts to neighbouring properties and is consistent with typical urban standards.

Reduction to the parking space area will allow a driveway length of 6.0 metres while also meeting the required 2.7 metre parking space width. Similar to the reduction in the front yard setback, this reduction will contribute to establishing a more pedestrian-friendly streetscape.

#### **Block 110 (R3-X10)**

Block 110 has been designed to offer flexibility in future design. The block can accommodate either a residential use or a municipal right-of-way. Although the applicant does not own the lands to the west, should they be acquired prior to the development of the proposed subdivision, Block 110 can be converted to a road. It is proposed to rezone Block 110 to Special Urban Residential Type 3 (R3-X10) zone to permit potential future uses of the Block. The proposed site-specific provisions for the R3-X10 zone are as follows:

1) Permitted Use	Townhouse dwelling; One unit of a townhouse dwelling; Stacked townhouse dwelling, Semi-detached dwelling; Second residential unit
2) Minimum Front Yard	6.0 metres
3) Minimum Interior Side Yard	1.5 metres (other side)
4) Parking Space Area	16.2 m <sup>2</sup> per driveway

The current R3 zone does not permit all of the proposed uses. It is proposed to permit a townhouse dwelling, stacked townhouse dwelling, one unit of a townhouse dwelling, semi-detached dwelling, and a second residential unit. Although not all of the proposed uses are currently proposed on the concept plan within Block 110, permitting these uses in the R3-X10 zone will allow flexibility in design through the detailed design and future final plan of subdivision process. A semi-detached dwelling is a proposed use due to the proposed parcel fabric which could accommodate a future road access if necessary. The narrow block would be suitable for a semi-detached dwelling in addition to a potential row dwelling. Second residential units will comply with existing zoning provisions and as such, no amendments are proposed.

It is proposed to reduce the minimum front yard setback to 6.0 metres. This reduction is sought to create improved interaction between the proposed dwellings and the street and allow for greater density within the subdivision. A reduced front yard is desirable in order to establish a vibrant and visually appealing streetscape. The reduced front yard setback will also contribute towards establishing a more pedestrian-friendly streetscape and represents an appropriate transition towards smaller downtown front yards. It is also proposed to reduce the minimum interior side yard setback to 1.5 metres for sides not attached to a unit. This reduction is sought to accommodate higher density development across the site, per the policy direction of the Official Plan and the Picton-Hallowell Secondary Plan. The reduced setbacks will not result in any significant impacts to neighbouring properties and is consistent with typical urban standards.

Reduction to the parking space area will allow a driveway length of 6.0 metres while also meeting the required 2.7 metre parking space width. Similar to the reduction in the front yard setback, this reduction will contribute to establishing a more pedestrian-friendly streetscape.

### **Block 111 (R3-X11)**

Block 111 will contain two (2) rows of back-to-back townhouse dwellings, each containing a total of 16 units, with frontage on three municipal streets and an internal common driveway for access to both buildings. It is proposed to rezone Block 111 to a Special Residential Type Three (R3-X11) Zone. The proposed back-to-back townhouse dwelling is a use not presently contemplated or included in the County of Prince Edward Comprehensive Zoning By-law No. 1816-2006. As a result, the R3-X11 zone proposes amendments to several of the parent R3 zone provisions. The proposed site-specific provisions for the R3-X11 zone are as follows:

1) Permitted Uses	Back-to-back townhouse dwelling; townhouse dwelling; stacked townhouse dwelling; one unit of a townhouse dwelling; single detached dwelling
2) Front Lot Line	Any lot line abutting a public road is considered a front lot line.
3) Minimum Lot Area	Back-to-back townhouse: 70 m <sup>2</sup> per unit Townhouse: 160 m <sup>2</sup> per lot Stacked townhouse: 140 m <sup>2</sup> per lot
4) Minimum Lot Frontage	Back-to-back townhouse: N/A
5) Minimum Front Yard	Back-to-back townhouse, yard abutting a public street: 3.0 m Townhouse, minimum setback from a public street: 3.0 m, yard containing a driveway and abutting a private street: 4.5 m Stacked townhouse, yard containing the main entrance: 4.5 m
6) Minimum Exterior Side Yard	Back-to-Back townhouse dwelling: 3.0 m abutting a private street, 3.0 m abutting a public street Townhouse: 3.0 m abutting a private street, 3.0 m abutting a public street Stacked townhouse dwelling: 3.0 m abutting a private lane, 3.0 m abutting a public street
7) Minimum Interior Side Yard	Townhouse: On the attached side 0 m, on the other side 1.5 m
8) Minimum Rear Yard	Back-to-back townhouse: N/A Stacked townhouse: 6.0 m for the yard containing a driveway and abutting a private lane
9) Maximum Lot Coverage	Back-to-back townhouse: 100% Townhouse: 42% Stacked townhouse: 50%
10) Minimum Landscaped Open Space	Back-to-back townhouse: 0%
11) Parking Spaces	Back-to-back Townhouse: 1 space per unit Minimum parking space area: 16.2 m <sup>2</sup>

The current R3 zone does not permit all of the proposed uses. It is proposed to permit a back-to-back townhouse dwelling, a townhouse dwelling, stacked townhouse dwelling, one unit of a townhouse dwelling, and a single detached dwelling. Although not all of the proposed uses are currently proposed on the concept plan within Block 111, permitting these uses in the R3-X11 zone will allow flexibility in design through the detailed design and future final plan of subdivision process. Parent R1 provisions will be utilized for single detached dwellings located on Block 111 and have therefore not been included in the proposed R3-X11 zoning.

Block 111 has frontage on three municipal streets and internal common rear laneways for each of the stacked townhouse units. To provide clarity in the site-specific zoning, the front lot line for any lot zoned R3-X11 shall be any lot line abutting a public road.

As per the provisions of the zoning by-law, a minimum of 250 m<sup>2</sup> of lot area per dwelling unit is required. Block 111 will provide on average 70 m<sup>2</sup> for back-to-back townhouse dwellings, 160 m<sup>2</sup> per townhouse dwelling, and 140 m<sup>2</sup> per stacked townhouse dwelling. Recognizing that the intent is to one day sever each townhouse parcels from the larger Block, it is important to consider the proposed lot area allotted to each townhouse unit. The proposed reduction would accommodate the proposed lot fabric, allow for higher density development, consistent with the policies of the Official Plan and the Picton-Hallowell Secondary Plan.

It is proposed to remove the lot frontage requirement for the back-to-back townhouse dwellings. Due to the building form and the proposed lot fabric of the subdivision, not all back-to-back townhouse units will have frontage on a private lane or municipal street. As a result, it is proposed to remove the requirement in order to allow the built form.

It is proposed to reduce the minimum front yard setback for each of the proposed townhouse uses. This reduction is sought to create improved interaction between the proposed dwellings and the street and allow for greater density within the subdivision. A reduced front yard is desirable in order to establish a vibrant and visually appealing streetscape. The reduced front yard setback will also contribute towards establishing a more pedestrian-friendly streetscape and represents an appropriate transition towards smaller downtown front yards.

It is also proposed to reduce the minimum interior side yard and exterior side yard setbacks. These reductions are sought to accommodate higher density development across the site, per the policy direction of the Official Plan and the Picton-Hallowell Secondary Plan. The reduced setbacks will not result in any significant impacts to neighbouring properties and are consistent with typical urban standards. In addition, reductions to the rear yard setbacks are proposed for the stacked townhouse dwelling and removal of the requirement is proposed for back-to-back townhouse dwellings to recognize the built form and the proposed 6.0 metre driveway length.

It is proposed to increase the maximum lot coverage for each of the uses to recognize the built form and the intent to one day sever each townhouse parcel from the larger block and to create parcels of tied land. The design of the townhouses for Block 111 is consistent with the design for other townhouses across the site. To reduce the size of the townhouses would result in units which are too small for marketing purposes. Although the site is located within the urban centre, it is not within the downtown core where smaller units may be appropriate.

It is proposed to reduce the landscaped open space for back-to-back townhouse dwellings. This is proposed in order to recognize the built form and the intent to one day sever each townhouse parcel from the larger block and to create parcels of tied land. Landscaped open space will be proposed adjacent to the units, however will be a future common element of a condominium agreement.

It is proposed to reduce the parking space requirement for back-to-back townhouse units to one space per unit. The proposed built form will provide one parking space in the first level of each unit. A visitor and resident parking area containing 74 surface parking spaces will be located in Block 102 which can provide additional parking for the back-to-back townhouse units, should it be necessary. As well, it is proposed to reduce the required minimum parking space area to 16.2 m<sup>2</sup>. The required parking space dimensions of 2.7 metres by 6.0 metres equates to a minimum parking space area of 16.2 m<sup>2</sup> rather than the required 16.7 m<sup>2</sup>. As such, it is proposed to reduce the required area to recognize the actual parking space area necessary to accommodate the required parking space dimensions.

### **Block 301 (OS and EP)**

Block 301 will contain both a publicly accessible park and an area of environmental protection, both of which will be conveyed to the County. It is proposed to rezone Block 301 to Open Space (OS) Zone and Environmental Protection (EP) Zone. While a walking trail and boardwalk are proposed within Block 301, they will comply with all provisions of each zone. As a result, the proposal will meet all provisions of the parent zone including use, lot coverage, and landscaped open space and no amendments are required. Block 301 1 will be rezoned to the parent Open Space (OS) Zone and Environmental Protection (EP) Zone.

## 7.0 Conclusion

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The applicant is seeking to redevelop the 8.56 hectare subject site with a residential development. The proposal consists of a plan of subdivision and future plans of condominium containing 1 Lot and 12 Blocks. A variety of built-forms will be incorporated throughout the site, including stacked townhouse dwellings, back-to-back townhouse dwellings, front loaded townhouse dwellings, and one single-detached dwelling, containing a total of 291 residential units within the subdivision. The development will integrate both municipal and private roads to provide vehicular access and circulation through the site, with new municipal sidewalks to support active transportation modes. One new public park, with a total area of 0.45 hectares, as well as a boardwalk connection to the Millennium Trail are proposed.

The proposed development is consistent with the Provincial Policy Statement, County of Prince Edward Official Plan and Picton Urban Centre Secondary Plan in that it represents residential intensification of under-utilized lands within the urban centre. The proposed development emphasizes sustainable and pedestrian-oriented design, contributing 0.45 hectares of new parkland space for the benefit of the public.

A zoning by-law amendment is proposed to rezone the subject site to various residential zones to support the redevelopment. The zones establish appropriate performance standards for each portion of the development. The proposed development standards are typical for urban settings and will facilitate a higher density built-form while ensuring that the functional needs of residents are met, consistent with the policies of the Official Plan. The proposed official plan amendment is technical in nature and will establish an accurate boundary of the environmental protection area, establish the proposed local roads, and recognize the subject site within Service Area 1.

It is our professional opinion that the proposed official plan amendment, zoning by-law amendment, and draft plan of subdivision represent good land use planning. Should you require any additional information, please do not hesitate to contact the undersigned at 613.542.5454 x 222 or at [wood@fotenn.com](mailto:wood@fotenn.com).

Respectfully,

*Draft*

Jennifer Wood, MCIP, RPP  
Senior Planner  
Fotenn Planning + Design

## Appendix A

# Official Plan Amendment

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Amend Schedule A Secondary Plan Land Use Map of the Picton Urban Centre Secondary Plan, so as to redesignate a portion of the subject site, as shown on Schedule A to By-law 2020-\_\_\_, from 'Environmental Protection Area' to 'Town Residential Area'.

**Schedule A**



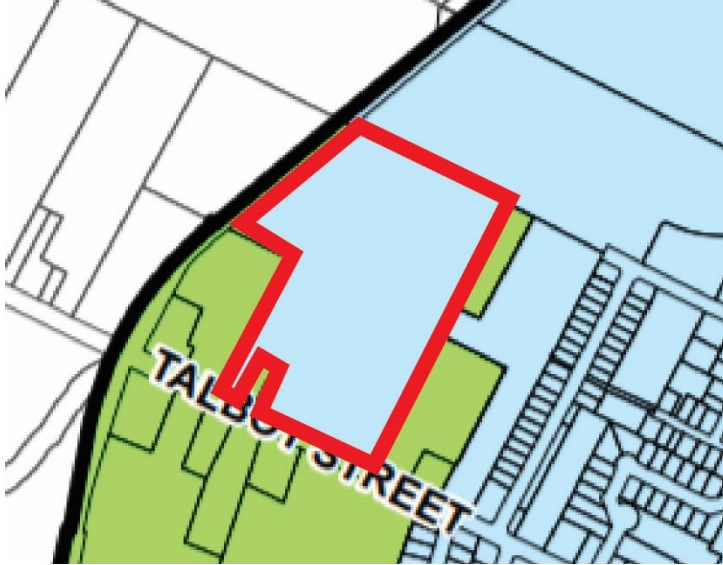
Amend Schedule B Secondary Plan Transportation Map of the Picton Urban Centre Secondary Plan, so as to redesignate a portion of the subject site, as shown on Schedule B to By-law 2020-\_\_\_, from 'Potential Future Routes/Expansion' to 'Local Roads' and to introduce new 'Local Roads'.

**Schedule B**



Amend Schedule F Secondary Plan Service Areas Map of the Picton Urban Centre Secondary Plan, so as to redesignate a portion of the subject site, as shown on Schedule C to By-law 2020-\_\_\_, from 'Service Area 3' to 'Service Area 1'.

**Schedule C**



# Appendix B

## Zoning By-law Amendment

Zoning By-law No. 1816-2006 of the County of Prince Edward Comprehensive, as amended, is hereby further amended as follows:



## Appendix C Zoning Tables

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### Lot 1 (R1)

Urban Residential Type 1 (R1) Zone			
Provision	Requirement	Proposed	Compliance (yes/no)
Permitted Uses	<ul style="list-style-type: none"> <li>- Single-detached dwelling</li> <li>- One second unit or garden suite</li> <li>- Home business</li> <li>- Home day care</li> <li>- B &amp; B establishment</li> <li>- Group home</li> <li>- Accessory uses</li> </ul>	- Single-detached dwelling	Yes
Minimum Lot Area	460 m <sup>2</sup>	1,300 m <sup>2</sup>	Yes
Minimum Lot Frontage	15.0 m	>15.0 m	Yes
Minimum Front Yard	7.5 m	>7.5 m	Yes
Minimum Exterior Side Yard	7.5 m	N/A	Yes
Minimum Interior Side Yard	1.2 m plus 0.6 m for each partial or additional storey above the first	East: >1.8 m West: >1.8 m	Yes
Minimum Rear Yard	7.5 m	>7.5 m	Yes
Maximum Lot Coverage	35%	<35%	Yes
Minimum Landscaped Open Space	30%	>30%	Yes
Maximum Height of Buildings	10.0 m	<10.0 m	Yes
Maximum Number of Dwelling Units per Lot	2	1	Yes
Minimum Floor Area	75 m <sup>2</sup>	>75 m <sup>2</sup>	Yes
Parking	Single-detached = 2 spaces per dwelling unit  Minimum area = 16.7 m <sup>2</sup> Minimum width = 2.7 m	2 per unit  Meets dimension requirements	Yes

### Block 101 (R3-X1)

Residential Type Three (R3)			
Provision	Requirement	Proposal	Compliance (yes/no)
Permitted Uses	townhouse dwelling one unit of a townhouse dwelling	Back-to-back townhouse dwelling; Townhouse dwelling; Stacked townhouse dwelling; One unit of a townhouse dwelling; Single detached dwelling.	No
Minimum Lot Area	Townhouse dwelling: 250 m <sup>2</sup> per unit  (48 units) = 12,000 m <sup>2</sup>	Back-to-back Townhouse: 70 m <sup>2</sup> per unit Townhouse: 168 m <sup>2</sup> per lot Stacked townhouse: 140 m <sup>2</sup> per lot Total Block area = 8,900 m <sup>2</sup>	No No No No
Minimum Lot Frontage	townhouse dwelling where each unit front onto a public street 7 m (23 ft.) per dwelling unit  townhouse dwelling which does not front onto a public street 30 m (100 ft.)	Back-to-back Townhouse: N/A  Townhouse: 7 m / unit  Stacked townhouse: 7 m/lot	No  Yes  Yes

Minimum Front Yard	7.5 m	Back-to-back Townhouse, yard abutting a public street: 3.0 m  Townhouse, minimum setback from a public street: 3.0 m, yard containing a driveway and abutting a private street = 4.5 m  Stacked townhouse, yard containing the main entrance: 4.5 m	No  No  No
Minimum Exterior Side Yard	7.5 m	Back-to-Back townhouse dwelling: 1. 3.0 m abutting a private lane 2. 3.0 m abutting a public street  Townhouse dwelling: 1. 3.0 m abutting a private lane 2. 3.0 m abutting a public street  Stacked townhouse dwelling: 1. 3.0 m abutting a private lane 2. 3.0 m abutting a public street	No No  No No  No No
Minimum Interior Side Yard	iv. townhouse dwelling 1. on the attached side 0 m (0 ft.) 2. on the other side 2.5 m (8.2 ft.)	Back-to-back townhouse 1. On the attached side 0 m 2. On the other side 3.0 m 3. Setback from private lane 3.0 m  Townhouse Dwelling 1. On the attached side 0 m 2. On the other side 1.5 m  Townhouse Dwelling 1. On the attached side 0 m 2. On the other side 1.5 m	Yes Yes Yes  Yes No  Yes No
Minimum Rear Yard	7.5 m	Back-to-back Townhouse: N/A  Townhouse: 7.5 m  Stacked townhouse: 6.0 m for the yard containing a driveway and abutting a private lane	No  Yes  No
Maximum Lot Coverage	35%	Back-to-back Townhouse: 100 %  Townhouse: 42 %  Stacked townhouse: 50%	No  No  No
Minimum Landscaped Open Space	35%	Back-to-back Townhouse: 0 %  Townhouse: 44 %  Stacked Townhouse: 35 %	No  Yes  Yes
Maximum Height of Buildings	15.0 m	15.0 m	Yes

Parking	1.5 spaces per dwelling unit  Minimum area: 16.7 m <sup>2</sup> Minimum width: 2.7 m Minimum driving aisle width: 6.0 m	Back-to-back Townhouse: 1 space per unit	No
		Townhouse and stacked townhouse: 2 spaces per unit	Yes
		Minimum area: 16.2 m <sup>2</sup>	No

**Block 102 (R3-X2)**

<b>Residential Type Three (R3) Zone</b>			
<b>Provision</b>	<b>Requirement</b>	<b>Proposal</b>	<b>Compliance (yes/no)</b>
Permitted Uses	townhouse dwelling one unit of a townhouse dwelling	Back-to-back townhouse dwelling; Townhouse dwelling; Stacked townhouse dwelling; One unit of a townhouse dwelling; Single detached dwelling.	No
Minimum Lot Area	Townhouse dwelling: 250 m <sup>2</sup> per unit  (48 units) = 12,000 m <sup>2</sup>	Back-to-back Townhouse: 70 m <sup>2</sup> per unit  Stacked Townhouse: 203 m <sup>2</sup> per lot  Townhouse: 160 m <sup>2</sup> per lot  Total Block area = 14,600 m <sup>2</sup>	No  No  No  Yes
Minimum Lot Frontage	townhouse dwelling where each unit front onto a public street 7 m (23 ft.) per dwelling unit  townhouse dwelling which does not front onto a public street 30 m (100 ft.)	Back-to-back Townhouse: N/A  Stacked Townhouse: 7 m / lot  Townhouse: 7 m / unit	No  Yes  Yes
Minimum Front Yard	7.5 m	Back-to-back Townhouse, yard abutting a public street: 3.0 m  Stacked Townhouse, minimum setback from a public street: 7.5 m  Townhouse, minimum setback from a public street 3.0m, yard containing a driveway and abutting a private lane 4.5 m	No  Yes  No
Minimum Exterior Side Yard	7.5 m	Back-to-Back townhouse dwelling: 1. 3.0 m abutting a private lane 2. 3.0 m abutting a public street  Townhouse dwelling: 1. 3.0 m abutting a private lane 2. 3.0 m abutting a public street  Stacked townhouse dwelling: 1. 3.0 m abutting a private lane or parking lot 2. 3.0 m abutting a public street	No No  No No  No

			No
Minimum Interior Side Yard	iv. townhouse dwelling 1. on the attached side 0 m (0 ft.) 2. on the other side 2.5 m (8.2 ft.)	Back-to-back townhouse 1. On the attached side 0 m 2. On the other side 3.0 m 3. Setback from private lane 3.0 m  Stacked Townhouse Dwelling 1. On the attached side 0 m 2. On the other side 3.0 m 3. Setback from private lane or parking lot 3.0 m  Townhouse Dwelling 1. On the attached side 0 m 2. On the other side 1.5 m	Yes Yes Yes  Yes Yes Yes  Yes No
Minimum Rear Yard	7.5 m	Back-to-back Townhouse: N/A  Stacked Townhouse: yard containing a driveway and abutting a private lane 6.0 m  Townhouse: 7.5 m	No  No  Yes
Maximum Lot Coverage	35%	Back-to-back Townhouse: 100 % Stacked Townhouse: 35 % Townhouse: 35 %	No Yes Yes
Minimum Landscaped Open Space	35%	Back-to-back Townhouse: 0 % Stacked Townhouse: 47 % Townhouse: 35 %	No Yes Yes
Maximum Height of Buildings	15.0 m	15.0 m	Yes
Parking	1.5 spaces per dwelling unit  Minimum area: 16.7 m <sup>2</sup> Minimum width: 2.7 m Minimum driving aisle width: 6.0 m	Back-to-back Townhouse: 1 space per unit  Stacked Townhouse and Townhouse: 2 spaces per unit  Minimum area: 16.2 m <sup>2</sup>	No  Yes  No

**Block 103 (R3-X3)**

<b>Residential Type Three (R3)</b>			
<b>Provision</b>	<b>Requirement</b>	<b>Proposal</b>	<b>Compliance (yes/no)</b>
Permitted Uses	Townhouse Dwelling one unit of a townhouse dwelling	Townhouse Dwelling One unit of a townhouse dwelling Single detached dwelling	No
Minimum Lot Area	250 m <sup>2</sup> per dwelling unit	154 m <sup>2</sup> / unit (3,000 m <sup>2</sup> Block total)	No
Minimum Lot Frontage	v. townhouse dwelling where each unit front onto a public street 7 m (23 ft.) per dwelling unit	7.0 m / unit on a private common driveway (15.5 m Block total, frontage on municipal road)	No

	vi. townhouse dwelling which does not front onto a public street 30 m (100 ft.)		
Minimum Front Yard	7.5 m	4.5 m	No
Minimum Exterior Side Yard	7.5 m	3.0 m	No
Minimum Interior Side Yard	0 metres (attached side) 2.5 m (other side)	0 metres (attached) 3.0 m (other side)	Yes
Minimum Rear Yard	7.5 m	7.5 m	Yes
Maximum Lot Coverage	35%	46% / unit	No
Minimum Landscaped Open Space	35%	40 % / unit	Yes
Maximum Height of Buildings	15.0 m	15.0 m	Yes
Parking	1.5 spaces per unit  Minimum area: 16.7 m <sup>2</sup> Minimum width: 2.7 m	2 spaces per unit  Minimum Area: 16.2 m <sup>2</sup>	Yes  No

**Block 104 (R3-X4)**

<b>Residential Type Three (R3)</b>			
<b>Provision</b>	<b>Requirement</b>	<b>Proposal</b>	<b>Compliance (yes/no)</b>
Permitted Uses	Townhouse Dwelling One unit of a townhouse dwelling	Townhouse Dwelling One unit of a townhouse dwelling	Yes
Minimum Lot Area	250 m <sup>2</sup> per dwelling unit	164 m <sup>2</sup> / unit (1,856 m <sup>2</sup> Block total)	No
Minimum Lot Frontage	v. townhouse dwelling where each unit front onto a public street 7 m (23 ft.) per dwelling unit	7.0 m / unit (79 m Block total)	Yes
Minimum Front Yard	7.5 m	6.0 m	No
Minimum Exterior Side Yard	7.5 m	N/A	Yes
Minimum Interior Side Yard	0 metres (attached side) 2.5 m (other side)	0 metres (attached) 1.5 m (other side)	Yes No
Minimum Rear Yard	7.5 m	7.5 m	Yes
Maximum Lot Coverage	35%	43% / unit	No

Minimum Landscaped Open Space	35%	44% / unit	Yes
Maximum Height of Buildings	15.0 m	15.0 m	Yes
Parking	1.5 spaces per unit	2 spaces per unit	Yes
	Minimum area: 16.7 m <sup>2</sup> Minimum width: 2.7 m	Minimum Area: 16.2 m <sup>2</sup> Minimum width: 2.7m	No Yes

**Block 105 (R3-X5)**

<b>Residential Type Three (R3)</b>			
<b>Provision</b>	<b>Requirement</b>	<b>Proposal</b>	<b>Compliance (yes/no)</b>
Permitted Uses	Townhouse Dwelling One Unit of a townhouse dwelling	Back-to-back townhouse dwelling; Townhouse dwelling; Stacked townhouse dwelling; One unit of a townhouse dwelling; Single detached dwelling.	No
Minimum Lot Area	250 m <sup>2</sup> per dwelling unit	Stacked townhouse: 140 m <sup>2</sup> / unit Back-to-back townhouse: 70 m <sup>2</sup> per unit Townhouse: 160 m <sup>2</sup> per lot	No No No
Minimum Lot Frontage	v. townhouse dwelling where each unit front onto a public street 7 m (23 ft.) per dwelling unit vi. townhouse dwelling which does not front onto a public street 30 m (100 ft.)	Back-to-back townhouse: N/A  Townhouse: 7 m / unit  Stacked townhouse: 7 m/lot	No  Yes  Yes
Minimum Front Yard	7.5 m	Back-to-back Townhouse, yard abutting a public street: 3.0 m  Townhouse, minimum setback from a public street: 3.0 m, yard containing a driveway and abutting a private street = 4.5 m  Stacked townhouse, yard containing the main entrance: 4.5 m	No  No  No
Minimum Exterior Side Yard	7.5 m	Back-to-Back townhouse dwelling: 3. 3.0 m abutting a private lane 4. 3.0 m abutting a public street  Townhouse dwelling: 5. 3.0 m abutting a private lane 6. 3.0 m abutting a public street  Stacked townhouse dwelling: 3. 3.0 m abutting a private lane 4. 3.0 m abutting a public street	No No  No No  No No

Minimum Interior Side Yard	0 metres (attached side) 2.5 m (other side)	Back-to-back townhouse 7. On the attached side 0 m 8. On the other side 3.0 m 9. Setback from private lane 3.0 m  Townhouse Dwelling 10. On the attached side 0 m 11. On the other side 1.5 m  Townhouse Dwelling 3. On the attached side 0 m 4. On the other side 1.5 m	Yes Yes Yes  Yes No  Yes No
Minimum Rear Yard	7.5 m	Back-to-back Townhouse: N/A  Townhouse: 7.5 m  Stacked townhouse: 6.0 m for the yard containing a driveway and abutting a private lane	No  Yes  No
Maximum Lot Coverage	35%	Back-to-back Townhouse: 100 %  Townhouse: 42 %  Stacked townhouse: 50%	No  No  No
Minimum Landscaped Open Space	35%	Back-to-back townhouse: 0 %  Townhouse: 42 %  Stacked townhouse: 24%	No  Yes  Yes
Maximum Height of Building	15.0 m	15.0 m	Yes
Parking	1.5 spaces per unit  Minimum area: 16.7 m <sup>2</sup> Minimum width: 2.7 m	Back-to-back Townhouse: 1 space per unit  Stacked Townhouse and Townhouse: 2 spaces per unit  Minimum area: 16.2 m <sup>2</sup>	No  Yes  No

**Block 106 (R3-X6)**

<b>Residential Type Three (R3)</b>			
Provision	Requirement	Proposal	Compliance (yes/no)
Permitted Uses	Townhouse Dwelling	Townhouse Dwelling One Second Unit Stacked townhouse dwelling Second Residential Unit	No
Minimum Lot Area	250 m <sup>2</sup> per dwelling unit	240 m <sup>2</sup> / unit or lot (1,190 m <sup>2</sup> Block total)	No
Minimum Lot Frontage	v. townhouse dwelling where each unit front onto a public street 7 m (23 ft.) per dwelling unit	7.0 m / unit (33 m Block total)	Yes

Minimum Front Yard	7.5 m	6.0 m	No
Minimum Exterior Side Yard	7.5 m	N/A	Yes
Minimum Interior Side Yard	0 metres (attached side) 2.5 m (other side)	0 metres (attached) 1.5 m (other side)	No
Minimum Rear Yard	7.5 m	5.0 m	No
Maximum Lot Coverage	35%	30% / unit	Yes
Minimum Landscaped Open Space	35%	61% / unit	Yes
Maximum Height of Buildings	15.0 m	15.0 m	Yes
Parking	1.5 spaces per unit	2 spaces per unit	Yes
	Minimum area: 16.7 m <sup>2</sup> Minimum width: 2.7 m	Minimum Area: 16.2 m <sup>2</sup> Minimum width: 2.7m	No Yes

**Block 107 (R3-X7)**

<b>Residential Type Three (R3)</b>			
Provision	Requirement	Proposal	Compliance (yes/no)
Permitted Uses	Townhouse Dwelling	Townhouse Dwelling One Second Unit Stacked townhouse dwelling Second Residential Unit	Yes
Minimum Lot Area	250 m <sup>2</sup> per dwelling unit	215 m <sup>2</sup> / unit (1,400 m <sup>2</sup> Block total)	No
Minimum Lot Frontage	v. townhouse dwelling where each unit front onto a public street 7 m (23 ft.) per dwelling unit	7.0 m / unit (45 m Block total)	Yes
Minimum Front Yard	7.5 m	6.0 m	No
Minimum Exterior Side Yard	7.5 m	N/A	Yes
Minimum Interior Side Yard	0 metres (attached side) 2.5 m (other side)	0 metres (attached) 1.5 m (other side)	No
Minimum Rear Yard	7.5 m	7.5 m	Yes
Maximum Lot Coverage	35%	33% / unit	Yes
Minimum Landscaped Open Space	35%	57 % / unit	Yes
Maximum Height of Buildings	15.0 m	15 metres	Yes
Parking	1.5 spaces per unit	2 spaces per unit	No
	Minimum area: 16.7 m <sup>2</sup> Minimum width: 2.7 m	Minimum Area: 16.2 m <sup>2</sup> Minimum width: 2.7m	

**Block 108 (R3-X8)**

<b>Residential Type Three (R3)</b>			
Provision	Requirement	Proposal	Compliance (yes/no)

Permitted Uses	Townhouse Dwelling One Second Unit	Townhouse Dwelling One Second Unit Stacked townhouse dwelling Second Residential Unit	Yes
Minimum Lot Area	250 m <sup>2</sup> per dwelling unit	220 m <sup>2</sup> / unit (775 m <sup>2</sup> Block total)	No
Minimum Lot Frontage	v. townhouse dwelling where each unit front onto a public street 7 m (23 ft.) per dwelling unit	7.0 m / unit (31.5 m Block total)	Yes
Minimum Front Yard	7.5 m	6.0 m	No
Minimum Exterior Side Yard	7.5 m	N/A	Yes
Minimum Interior Side Yard	0 metres (attached side) 2.5 m (other side)	0 metres (attached) 1.5 m (other side)	No
Minimum Rear Yard	7.5 m	7.5 m	Yes
Maximum Lot Coverage	35%	32% / unit	Yes
Minimum Landscaped Open Space	35%	58 % / unit	Yes
Maximum Height of Buildings	15.0 m	15 metres	Yes
Parking	1.5 spaces per unit  Minimum area: 16.7 m <sup>2</sup> Minimum width: 2.7 m	2 spaces per unit  Minimum Area: 16.2 m <sup>2</sup> Minimum width: 2.7m	No

**Block 109 (R3-X9)**

<b>Residential Type Three (R3)</b>			
<b>Provision</b>	<b>Requirement</b>	<b>Proposal</b>	<b>Compliance (yes/no)</b>
Permitted Uses	Townhouse Dwelling One Second Unit	Townhouse Dwelling One Second Unit Stacked townhouse dwelling Second Residential Unit One Second Unit	Yes
Minimum Lot Area	250 m <sup>2</sup> per dwelling unit	230 m <sup>2</sup> / unit (1,800 m <sup>2</sup> Block total)	No
Minimum Lot Frontage	townhouse dwelling where each unit front onto a public street 7 m (23 ft.) per dwelling unit	7.0 m / unit (45 m Block total)	Yes
Minimum Front Yard	7.5 m	6.0 m	No
Minimum Exterior Side Yard	7.5 m	N/A	Yes
Minimum Interior Side Yard	0 metres (attached side) 2.5 m (other side)	0 metres (attached) 1.5 m (other side)	No
Minimum Rear Yard	7.5 m	7.5 m	Yes
Maximum Lot Coverage	35%	30% / unit	Yes
Minimum Landscaped Open Space	35%	60% / unit	Yes

Maximum Height of Buildings	15.0 m	15 metres	Yes
Parking	1.5 spaces per unit  Minimum area: 16.7 m <sup>2</sup> Minimum width: 2.7 m	2 spaces per unit  Minimum Area: 16.2 m <sup>2</sup> Minimum width: 2.7m	No

**Block 110 (R3-X10)**

<b>Residential Type Three (R3)</b>			
Provision	Requirement	Proposal	Compliance (yes/no)
Permitted Uses	Townhouse Dwelling Second Residential Unit	Townhouse Dwelling One Second Unit Stacked townhouse dwelling Second Residential Unit Semi-detached dwelling	No
Minimum Lot Area	250 m <sup>2</sup> per dwelling unit	280 m <sup>2</sup> / unit (785 m <sup>2</sup> Block total)	No
Minimum Lot Frontage	townhouse dwelling where each unit front onto a public street 7 m (23 ft.) per dwelling unit	7.0 m / unit (45 m Block total)	Yes
Minimum Front Yard	7.5 m	6.0 m	No
Minimum Exterior Side Yard	7.5 m	N/A	Yes
Minimum Interior Side Yard	0 metres (attached side) 2.5 m (other side)	0 metres (attached) 1.5 m (other side)	No
Minimum Rear Yard	7.5 m	7.5 m	Yes
Maximum Lot Coverage	35%	30% / unit	Yes
Minimum Landscaped Open Space	35%	60% / unit	Yes
Maximum Height of Buildings	15.0 m	15.0 m	Yes
Parking	1.5 spaces per unit  Minimum area: 16.7 m <sup>2</sup> Minimum width: 2.7 m	2 spaces per unit  Minimum Area: 16.2 m <sup>2</sup> Minimum width: 2.7m	No

**Block 111 (R3-X11)**

<b>Residential Type Three (R3)</b>			
Provision	Requirement	Proposal	Compliance (yes/no)
Permitted Uses	Townhouse Dwelling	Back-to-back townhouse dwelling; Townhouse dwelling; Stacked townhouse dwelling; One unit of a townhouse dwelling; Single detached dwelling.	No
Minimum Lot Area	250 m <sup>2</sup> per dwelling unit	Stacked townhouse: 140 m <sup>2</sup> / unit Back-to-back townhouse: 70 m <sup>2</sup> per unit Townhouse: 160 m <sup>2</sup> per lot	No No No

Minimum Lot Frontage	v. townhouse dwelling where each unit front onto a public street 7 m (23 ft.) per dwelling unit vi. townhouse dwelling which does not front onto a public street 30 m (100 ft.)	Back-to-back townhouse: N/A  Townhouse: 7 m / unit  Stacked townhouse: 7 m/lot	No  Yes  Yes
Minimum Front Yard	7.5 m	Back-to-back Townhouse, yard abutting a public street: 3.0 m  Townhouse, minimum setback from a public street: 3.0 m, yard containing a driveway and abutting a private street = 4.5 m  Stacked townhouse, yard containing the main entrance: 4.5 m	No  No  No
Minimum Exterior Side Yard	7.5 m	Back-to-Back townhouse dwelling: 1. 3.0 m abutting a private lane 2. 3.0 m abutting a public street  Townhouse dwelling: 1. 3.0 m abutting a private lane 2. 3.0 m abutting a public street  Stacked townhouse dwelling: 1. 3.0 m abutting a private lane 2. 3.0 m abutting a public street	No No  No No  No No
Minimum Interior Side Yard	0 metres (attached side) 2.5 m (other side)	Back-to-back townhouse 1. On the attached side 0 m 2. On the other side 3.0 m 3. Setback from private lane 3.0 m  Townhouse Dwelling 1. On the attached side 0 m 2. On the other side 1.5 m  Townhouse Dwelling 1. On the attached side 0 m 2. On the other side 1.5 m	No
Minimum Rear Yard	7.5 m	Back-to-back Townhouse: N/A Townhouse: 7.5 m Stacked townhouse: 6.0 m for the yard containing a driveway and abutting a private lane	No Yes No
Maximum Lot Coverage	35%	Back-to-back Townhouse: 100 %  Townhouse: 42 %  Stacked townhouse: 50%	No  No  No
Minimum Landscaped Open Space	35%	Back-to-back townhouse: 100 %  Townhouse: 35 %	No  Yes

		Stacked townhouse: 35 %	Yes
Maximum Height of Buildings	15.0 m	15.0 metres	Yes
Parking	1.5 spaces per unit  Minimum area: 16.7 m <sup>2</sup> Minimum width: 2.7 m	Back-to-back Townhouse: 1 space per unit  Stacked Townhouse and Townhouse: 2 spaces per unit  Minimum area: 16.2 m <sup>2</sup>	No  Yes  Yes

### Block 301 (OS and EP Zone)

Open Space (OS) Zone and Environmental Protection (EP) Zone				
Provision	OS Requirement	EP Requirement	Proposal	Compliance (yes/no)
Permitted Uses	public or private park or open space; walking trails; sustainable resource management uses, including fishing, hunting, wildlife viewing, forestry and facilities and structures which are accessory to these uses, including board walks, duck blinds and fish huts	Conservation uses; Sustainable resource management uses such as fishing, hunting and wildlife viewing and facilities and structures which are accessory to these uses, including board walks, duck blinds and fish huts.	OS Zone: Public Park Walking Trail  EP Zone: Conservation Area Board walk	Yes
Minimum Lot Area	Nil	Nil	Park: 0.45 ha EP = 1.72 ha	Yes
Minimum Lot Frontage	Nil	Nil	84 m	Yes
Minimum Front Yard	15.0 m	Nil	N/A	Yes
All Other Yards	7.5 m	Nil	N/A	Yes
Maximum Lot Coverage	35%	35%	<1%	Yes
Minimum Landscaped Open Space	35%	35%	+99%	Yes
Maximum Height of Buildings	10.0 m	10.0 m	No buildings proposed	Yes