



DRY

49, 57 Folkard Lane, Prince Edward County

Planning Justification Report
Zoning By-law Amendment
May 30, 2022



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May 2022

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1.0 Introduction

1.1 Introduction

Cosmopolitan Homes is pursuing an application for Zoning By-law Amendment to redevelop the 3-hectare site at 49, 57 Folkard Lane in the County of Prince Edward. The purpose of the application is to develop a mixed-use residential community with townhouse and stacked townhouse dwellings, as well as a local commercial use. The development will increase the quantity and mix of housing options in the County.

Applications for Zoning By-law Amendment and Site Plan Control were previously submitted for the site in 2019. The applications were appealed to the now Ontario Land Tribunal (OLT) for non-decision. Subsequent to the appeal, the applicant worked extensively with the municipality to refine the proposed site plan, submitting multiple iterations to address comments received. The applicant also facilitated an informal consultation session with the public in August 2021 to present and obtain feedback on the latest plan. Fotenn was retained in 2021, following the appeal, to assist the applicant with finalizing an updated site plan, including achieving a design density supported by the Picton Urban Centre Secondary Plan. This report has been prepared in support of the latest site plan, dated January 2020, revised October 26, 2021.

The subject lands are designated Urban Centre, as shown on Schedule A-2 Land Use Designations of the County of Prince Edward Official Plan and Town Residential Area, as shown on Schedule A Picton Land Use Map of the Picton Urban Centre Secondary Plan. The subject lands consist of 49 and 57 Folkard Lane and are split zoned. 49 Folkard Lane is zoned site-specific Urban Residential Type 1 (R1-44) Zone and 57 Folkard Lane is zoned Limited Service Residential (LSR) Zone. An application for zoning by-law amendment is required to permit the development of the site.

The technical studies prepared to support the proposed development include a Traffic Impact Study, a Phase I Environmental Site Assessment, a Geotechnical Investigation, and civil engineering drawings, which were prepared in support of the original planning application submitted in 2018. The studies were considered in the design of the development and required mitigation measures were integrated within the development proposal in order to minimize adverse effects. It is acknowledged that updates to these technical studies and plans will be required.

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. The development meets the intent and purpose of the Provincial Policy Statement and the Official Plan. Furthermore, the development is appropriate given the context of the surrounding area. It is our professional planning opinion that the proposed development constitutes good land use planning.

1.2 Development Applications

The subject lands are designated Urban Centre, as shown on Schedule A-2 Land Use Designations of the County of Prince Edward Official Plan and Town Residential Area, as shown on Schedule A Picton Land Use Map of the Picton Urban Centre Secondary Plan. The subject lands consist of 49 and 57 Folkard Lane and are split zoned. 49 Folkard Lane is zoned site-specific Urban Residential Type 1 (R1-44) Zone and 57 Folkard Lane is zoned Limited Service Residential (LSR) Zone.

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, 3 new special zones are proposed, as well as two standard zones. 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 Holding symbol is proposed for all zones, subject to municipal servicing connections being established, a stormwater management plan being developed and the traffic impact study being updated.

An application for site plan control is also required to facilitate the proposed development and will be finalized subsequent to the application for zoning by-law amendment. It is also anticipated that a future application for Draft Plan of Subdivision will be submitted to establish lots and blocks. A future application for Plan of Condominium will also be required to establish the private road and other common elements and to create sellable stacked townhouse units.

Surrounding Area and Site Context

The subject lands are located along the east side of County Road 49 abutting Picton Bay, within the Picton settlement area. The lands include portions of a private road, Folkard Lane, which provides access to a number of private dwellings via individually held easements. The lands are comprised of 49 and 57 Folkard Lane, forming an irregular-shaped parcel. The project site (49 Folkard Lane) has an area of approximately 3.18 hectares with approximately 218.1 metres of frontage on County Road 49. Approximately 62.8 metres of Folkard Lane runs along the western boundary of the 57 Folkard Lane parcel. Access via the private road is currently managed via easements, which are intended to be retained in the site plan process. This property also has approximately 38.5 metres of water frontage on Picton Bay. Currently the subject lands are undeveloped and sparsely forested.

The surrounding area is predominantly comprised of residential dwellings with tourist commercial uses located north and west of the subject lands, in the form of a golf course. The Bay of Quinte abuts a portion of the lands to the east. Southwest of the site are institutional uses in the form of an assisted living facility and seniors' apartments. Fawcettville, a residential development containing primarily single-detached dwellings and a neighbourhood convenience store, is located 530 metres southwest of the site. The downtown core of Picton is located approximately 1.5 kilometres southeast of the subject lands and offers additional commercial uses, restaurants, services, and tourism opportunities.



Figure 1: Surrounding Area Context – Aerial (Source: County of Prince Edward Maps)

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

North: Residential and Tourist Commercial

East: Residential and Picton Harbour

South: Residential

West: Residential, Tourist Commercial and Institutional (seniors living)

Vehicular access to the site is available via the existing private road Folkard Lane, which connects to County Road 49. County Road 49 becomes Picton Main Street south of the site. Paved shoulders are provided along County Road 49 to allow walking and cycling.

Picton, located approximately 1.5 kilometers southwest of the lands, 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. Transit is not currently provided in proximity to the subject lands.



Figure 2: Site Context – Aerial (Source: County of Prince Edward Maps)

3.0 Development Proposal

The proposal seeks to develop the project lands with a mixed-use development which will contribute to the housing market in Prince Edward County. The development is comprised of a total of 40 townhouse dwelling units, 124 stacked townhouses, 2 single detached dwellings, as well as one neighbourhood commercial building. The proposed development will include internal private streets, including the existing Folkard Lane, communal vehicular parking and a stormwater management pond.



Figure 3: Concept Plan (Source: Jonathan Weizle Architect, annotated by Fotenn Planning + Design)

3.1 Built Forms

Residential

The proposed development will provide a mix of housing types, accommodating the needs of current and future residents. The proposed development consists of 166 total dwelling units, with a density of 47.4 dwelling units per net hectare.

Block 1 of the development is proposed to consist of 124 stacked townhouse dwelling units. Stacked townhouse units are similar to traditional townhouse units, however they share a common side wall and are stacked vertically. The stacked townhouses will be three and a half-storeys in height (~11.4m). Each stacked townhouse dwelling will consist of two separate residential units, stacked vertically, with frontage on a communal road. Stacked townhouses will incorporate both private garages and driveways with additional parking provided as off-street for visitor and overflow needs. The stacked townhouse units are intended to be standard condominium units, following a future plan of condominium for Block 1.

Block 2 is proposed to contain 40 standard townhouse dwelling units that vary in height, from one and half-storey (~5.6m) to three-storey (~9.6m) built forms, transitioning height across the site and providing a variety of layouts and accessibility to appeal to different households. The traditional townhouses will be subject to a future plan of subdivision, entering the market as freehold units. Each townhouse unit incorporates sufficient parking via a private garage and driveway fronting onto the private road (Folkard Lane).

Lot 110 located at 57 Folkard Lane is proposed to contain two future single detached dwelling lots. These lots will be created through a future Plan of subdivision. The lots will be accessed via Folkard Lane and future development will be subject to the provisions of the proposed Urban Residential Type 1 (R1) Zone.

Commercial

In addition, the development will include a commercial building, located in Block 3, to introduce local commercial opportunities to the site. The development will support local commercial uses such as a convenience store, to provide immediate necessities to residents and the broader community. The building is proposed to front onto County Road 49 with ten (10) parking spaces behind the building to encourage pedestrian consumers.

3.2 Access, Circulation + Parking

The subject site has frontage along County Road 49, which is an existing public road, as well as Folkard Lane, an existing private road. County Road 49 links the site with Picton, allowing for easy access to amenities and community facilities for residents. Vehicular access will be provided off of Folkard Lane. An additional 6-metre-wide private road will provide access through the site, linking up each of the proposed uses. The private road will have two entry/exit points from Folkard Lane, which is proposed to be expanded in a loop with an additional access off of County Road 49. Ultimately, Folkard Lane and new private lanes will be formalized through a plan of condominium and maintained by a condominium corporation. Dedicated commercial parking will be provided in the form of surface parking adjacent to the commercial building on the northwestern corner of the property. The standard townhouses are proposed to have private garages and driveways. The stacked townhouses will similarly provide parking in the form of a private garage and garages. A communal surface parking area is also proposed to address visitor parking needs.

3.3 Servicing

The subject site is not currently serviced by municipal water and sanitary service, however budget has been approved to extend municipal servicing from Picton along County Road 49. A Holding symbol is proposed for the development, subject to municipal servicing connections being established. A stormwater pond is proposed within the development to manage stormwater and provide seasonal open space.

4.0 Supporting Studies

4.1 Phase I Environmental Site Assessment

A Phase I Environmental Site Assessment (ESA) was prepared by Cambium Inc. in April 2018. The ESA identified a culvert that drains onto the west side of the Site, which collects water from an off-site ditch connected to the Picton Golf and Country Club, as a potential on-site source of environmental contamination. Potential off-site sources of contamination were also identified related to listings in the Ontario Spills database, however the ESA concluded that the listings are not considered to pose an environmental concern for the site based on the reported quantity of spilled fuels and/or the inferred location of the occurrence. Overall, the ESA recommends securing the site to prevent on-site dumping and redirecting the identified culvert, in consultation with the appropriate regulatory authority, such that it no longer drains on site. Additionally, one possible groundwater monitoring well was observed on-site which is recommended to be abandoned as per the requirement of R.R.O. 1990, Regulation 903 – Wells.

4.2 Geotechnical Investigation Report

A Geotechnical Investigation Report was prepared by Cambium Inc. in August 2017. The study area for the report included providing geotechnical design parameters as input into the design and construction of residential units, site servicing, and road construction. The proposed development design has since been designed based on this input. The study found that it is expected that all residential building structures will be founded on limestone bedrock above the existing groundwater table based on the shallow nature of the bedrock at this site and the instability of the overburden material. The study also noted that grading and drainage are important for good pavement performance and life expectancy. The construction of any underground services should be located below this depth or be appropriately insulated. The report provided recommendations for the construction phase for the proposed structures in the study area.

5.0 Policy and Regulatory Framework

5.1 Provincial Policy Statement, 2020

The 2020 Provincial Policy Statement (PPS), which came 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.

Section 1.1.1 outlines policies that sustain healthy, liveable and safe communities:

- 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 use of an existing vacant site within the urban boundary. The proposed development will reflect and integrate a contemporary built form and efficient layout to minimize land consumption and paved surface area. The intensification of this underutilized land in Picton's urban boundary will improve the efficiency of the existing and planned infrastructure.

- 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 townhouse and stacked townhouse dwelling units. The development will integrate a range of built forms and typologies to support a range of housing needs. The proposed development will contain a mix of residential and commercial uses that 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;*

The Phase 1 Environmental Site Assessment determined there are no environmental, health or safety concerns associated with the proposed development. 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 and planned municipal infrastructure. Infill and intensification of residential uses in

proximity to Picton's downtown core efficiently utilizes planned 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 municipal services and infrastructure. As per the Master Servicing Plan for Water, Sanitary, Stormwater Systems and Internal Roads in East Picton, municipal services have been approved for expansion to the site. A Holding symbol is proposed within the zoning by-law amendment, subject to the availability of full municipal services.

- 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 vegetation on the site will be maintained where possible and new, high quality landscaping will be incorporated.

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

The development will result in a density of 47.4 dwelling units per net hectare, transitioning to less density along the waterfront. Setbacks along the waterfront will be respected and a stormwater management pond is proposed for the site. The proposed development provides a compact form of development that makes efficient use of land and has been designed to promote active transportation. As a result, the proposed development seeks to appropriately develop the project lands while also promoting environmental protection and reducing impermeable surfaces.

Section 1.1.3.1 requires that Settlement Areas be the focus of growth and development. The lands are located within the Municipality's urban boundary. The proposed development will result in up-to 166 new residential units and a new multi-use pathway which will contribute to the vitality and development of the existing 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 47.4 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 planned 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 climate change;*

The design of the development emphasizes the promotion of environmental conservation and sustainable development practices through the reduction in impermeable surfaces, natural stormwater management solutions, and vegetation plan for the site.

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

The proposed private streets within the development will be shared routes for pedestrians, cyclists and vehicles, with traffic calming measures incorporated within the design to increase pedestrian safety. The proposed development, and expansion of the Picton built area, will promote active transportation throughout the site and to surrounding uses. Although there is currently no public transit service in the area, the proposed development will increase potential ridership numbers in proximity to a downtown area, supporting the potential for efficient transit services offered by Prince Edward County.

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 Town of Picton is the main urban settlement area within Prince Edward County. The Picton Urban Centre is comprised of a concentration of the major residential, commercial, industrial, institutional, and recreational activities in the County. The extent of the urban settlement area is shown on Appendix A Map 14 of the Prince Edward County Official Plan. The relevant policies of the Official Plans are discussed later in this report. The proposed development will result in 166 residential dwelling units. The proposed development represents a range of housing types and the intensification of generally under-utilized lands within the urban settlement area. The proposed neighbourhood commercial uses will increase local amenities for residents while not detracting from the existing commercial downtown core.

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 under-utilized lands. The design of the development will allow for increased residential density in a compact form which is sensitive to nearby natural features. Active and healthy lifestyles will be promoted by the presence of neighbourhood commercial uses within walking and cycling distance of residential dwellings. There are no anticipated risks to public health or safety as a result of the proposed development.

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 and commercial built forms. The proposal represents an extension of nearby residential neighbourhoods. Among residential uses, densities and built forms are varied, including townhouse and stacked townhouse dwelling units. Intensification of under-utilized lands at this location will allow for a more efficient use of land within the urban boundary and of planned 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. 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 townhouse and stacked townhouse dwelling units. The proposed development represents an efficient use of land within the urban boundary, introducing a mix of land uses and mixed-density residential built forms which can be accommodated by existing and planned 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 and planned municipal services and infrastructure. The infill and intensification of residential uses will contribute to optimizing planned infrastructure improvements in the area and increase the efficiency of planned municipal servicing expansion within the urban boundary.

- 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 47.4 dwelling units per net hectare and represents an efficient use of under-utilized land within Picton's urban centre. Active transportation will be improved in the area through the creation of new private lanes that support pedestrian safety through increased traffic calming measures. The introduction of local commercial opportunities on the site will encourage active transportation for surrounding residents. New higher density residential development will support a potential future public transit system.

Section 1.5 of the PPS provides policy direction on public spaces, recreation, parks, trails and open spaces. This section outlines that healthy, active communities should be promoted by:

- 1.5.1 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;*

The proposed development will encourage active transportation by providing private streets with sidewalks and traffic calming design to improve pedestrian safety. Further, the addition of a local commercial use to the site will allow residents to acquire daily essentials via active transportation.

- 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;*

The proposed development includes a private open space area for the recreation and enjoyment of residents.

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

The development does not provide access to the shoreline as the shoreline at the rear of Lot 110 is identified as a Steep Slope Area, meaning public access in this area would be a concern for human safety. Additionally, the shoreline is characterized with single detached private residential dwellings, so a public space, such as a beach, would not be a compatible land use.

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

The proposed development is not anticipated to have any impacts on protected areas.

Section 1.6 of the PPS provides policy direction regarding infrastructure and public service facilities.

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

Setbacks along the waterfront will be respected and a stormwater management pond is proposed for the site. The proposed development provides a compact form of development that makes efficient use of land and has been designed to promote active transportation. As a result, the proposed development seeks to appropriately develop the subject lands while also promoting environmental protection and reducing impermeable surfaces.

- 1.6.7.1 *Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.*

The development proposes the expansion of an existing private road, Folkard Lane, to create a crescent with a second access point on County Road 49. This will improve traffic flows through the site and improve conditions at the existing intersection. The flow of traffic will be further improved by the introduction of a series of private internal

streets, creating greater connectivity within the development and diffusing traffic on Folkard Lane. A holding symbol is proposed for the site, subject to, among others, a Traffic Impact Statement.

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 will result in compact built form with a density of 47.4 dwelling units per net hectare and represents an efficient use of under-utilized land within Picton's urban settlement boundary. Although there is currently no 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. Pedestrian connectivity across the site will be improved by the proposed sidewalks along Folkard Lane and the introduction of a local commercial use will promote active transportation use.

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 planned municipal sewage and water services.

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. Neighbourhood commercial uses will provide local amenities for residents, minimizing the length and number of vehicle trips. Higher density development in this location will increase the potential ridership of future public transit services, as well as active transportation facilities.

1.7.1 Long-term economic prosperity should be supported by:

a) promoting opportunities for economic development and community investment-readiness;

The proposed development will result in an increase in residential and local commercial uses on the site, which will positively contribute to the municipality's tax base and the long-term economic vitality of Picton.

b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;

The variety of housing types proposed in the development will offer greater housing choices for present and future residents.

c) optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;

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 boundary unnecessarily, making use of existing and planned municipal infrastructure. Infill and intensification of residential uses in proximity to Picton's downtown core efficiently utilizes existing servicing infrastructure and minimizes land consumption.

d) maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets;

The proposed development is located off of County Road 49 in Prince Edward County. The development's proximity to the downtown core will increase the consumer base for the central business district, thereby enhancing the vitality of downtown Picton. The proposed neighbourhood commercial use will provide limited essential goods and services to the immediate neighbourhood and increase the local business culture within the community.

e) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;

The proposed development represents a contemporary built form with diverse well-designed homes and a commercial building that will contribute to a sense of place within the community. The new local streets will connect the proposed development internally and increase accesses to the surrounding community, ensuring a sense of

connectivity and encouraging the use of active transportation in accessing existing amenities. The proximity to downtown Picton will also foster a broader sense of community belonging for residents.

f) promoting the redevelopment of brownfield sites;

The subject site is intended for future residential development as an underutilized parcel within the urban boundary. While not a brownfield site, the proposed development represents appropriate infill of under-utilized lands within the settlement area.

g) providing for an efficient, cost-effective, reliable multimodal transportation system that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs to support the movement of goods and people;

Active transportation will be improved in the area through the creation of new private lanes that support pedestrian safety through increased traffic calming measures. Neighbourhood commercial uses will provide local amenities for residents, minimizing the length and number of vehicle trips. Although there is currently no 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.

h) providing opportunities for sustainable tourism development;

i) sustaining and enhancing the viability of the agricultural system through protecting agricultural resources, minimizing land use conflicts, providing opportunities to support local food, and maintaining and improving the agrifood network;

j) promoting energy conservation and providing opportunities for increased energy supply;

k) minimizing negative impacts from a changing climate and considering the ecological benefits provided by nature; and

l) encouraging efficient and coordinated communications and telecommunications infrastructure.

These policies do not apply to the subject lands and proposed development.

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 47.4 dwelling units per net hectare. The site is located with frontage on County Road 49, one of the main transportation corridors in the area. Fewer and shorter vehicle trips will be required to access basic amenities with the inclusion of a neighbourhood commercial use. The design of the proposed development is sensitive to environmental constraints and known ecological features. Portions of the site will be maintained as green space, including a stormwater management pond. New landscaping and planting of native species of vegetation will be introduced across the site, greatly increasing the quantity and quality of on-site vegetation.

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. The proposed development is located along the

waterfront of Picton Bay. There is not a significant slope or grade change along the waterfront in this area. The proposal identifies the waterfront portion of the subject site as future development potential. This future development will adhere to all waterfront setback, stormwater management, and erosion mitigation provisions within the zoning by-law.

Section 3.0 – Protecting Public Health and Safety

Section 3 of the PPS deals with the 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. Additionally, erosion control measures and adequate setbacks from the waterfront have been integrated into the overall site design in order to minimize any hazards posed by the waterbody.

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

5.2 County of Prince Edward Updated Official Plan

The County of Prince Edward Official Plan was adopted by Council on February 24th, 2021 and approved by the Ministry of Municipal Affairs and Housing on July 7th, 2021. The Official Plan will guide development activity and County initiatives for the next 25 years. It intends to provide strong, clear policy direction aimed at enhancing the liveability and quality of place in the County. 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:

- / Section 2.0 – County Context and Future Direction
- / Section 3.0 – Shaping the County
- / Section 4.0 – County Land Use Designations
- / Appendix C – Design Policies

Section 2.0 – County Context and Future Direction

Section 2.0 of the Official Plan outlines the historic context and future growth projections that will help inform the vision for the County's future. It also establishes the County's vision for the future, which will provide the contextual framework for long-range planning in the County and the principles for protecting and enhancing the quality of life and quality of place that will define the County over the next 25 years. The vision will inform how the County makes decisions that will protect and enhance quality of life and place.

Section 2.3. A Vision for the Future

2.3.1 Principles

Principles express key directions for protecting and enhancing the quality of life and quality of place that define Prince Edward County over approximately the next 25 years. The following principles apply throughout the County:

- iii. The County's Urban Centres and Villages will become revitalized as complete and inclusive communities that include a diversity of housing options, commercial amenities, community facilities and services, and employment opportunities close to where people live.*

The site is designated Urban Centre on Schedule A-2 – Land Use of the Official Plan. The proposed development represents intensification of an under-utilized site within one of the County's settlement areas. The development will contain a variety of housing typologies, including townhouse and stacked townhouse dwelling units. The proposed development represents an efficient use of land within the urban boundary, introducing a mix of land uses and mixed-density residential built forms which can be accommodated by existing and planned municipal infrastructure.

Section 2.4. Growth Management

2.4.1 Approach

- b) It is anticipated that growth opportunities in the County over the next 25 years will include:*
 - i. All types of urban development focused within the Urban Centres and Villages;*

The proposed development will result in 166 residential dwelling units. The proposed development represents a range of housing types and the intensification of generally under-utilized lands within the urban settlement area. The proposed neighbourhood commercial uses will increase local amenities for residents.

Section 2.5 Policies

- a) *This Plan accommodates growth in various locations throughout the County. Notwithstanding this flexibility, the identified Urban Centres shall be the primary focus for new growth. Villages and Hamlets will also play a key role in accommodating new growth, in concert with their ability to provide context appropriate levels of infrastructure, whether municipal, communal or individual servicing systems/facilities.*
- b) *When reviewing development proposals within the Urban and Rural Settlement Areas, the County will consider the following criteria:*
- i. New development shall be compatible with the local context;*
 - ii. New development shall occur in proximity to existing development and shall have a mix of uses and densities that allow for the efficient use of infrastructure service systems/facilities that are appropriate for the local context;*
 - iii. The County shall ensure the orderly progression of growth within the Urban and Rural Settlement Area boundaries and shall link the approval of new development to the protection of the Natural Heritage System, the conservation of Cultural Heritage Resources and timely provision of the appropriate infrastructure systems/facilities; and,*
 - iv. The scale and nature of new development applications on a property that includes or is adjacent to a natural heritage feature and area identified in this Plan or in the Zoning By-law will determine if the application will be accompanied by an Environmental Impact Study. An EIS will ensure that the natural heritage feature and area and its associated ecological functions are protected from any negative impact related to the proposed development.*

The proposed subdivision has been designed to provide an appropriate transition in height and density towards surrounding low density residential uses. There are six (6) single detached dwellings that abut the subject lands to the east, which are situated between Folkard Lane and the Picton Harbour. Two (2) single detached dwellings are located north of the subject lands. As a result, the proposed 3.5 storey stacked townhouse units have been situated in the western portion of the site towards County Road 49. Building heights transition down to 3 and 1.5 storeys in the east and south where site abuts existing dwellings. Furthermore, existing abutting dwellings to the north and east will be separated from the proposed development by Folkard Lane and proposed 6.5 metre landscape strip. The south most townhouse block directly abuts a single detached dwelling lot. However, as seen in Figure 2, the dwelling on this property is setback approximately 100 metres from County Road 49, resulting in the townhouse block backing on to this property's driveway and not the dwelling or its rear yard amenity space.

The proposed development represents an efficient use of land within the urban boundary, introducing a mix of land uses and mixed-density residential built forms which can be accommodated by existing and planned municipal infrastructure. The site is located with frontage on County Road 49, one of the main transportation corridors in the area. Fewer and shorter vehicle trips will be required to access basic amenities with the inclusion of a neighbourhood commercial use.

The design of the proposed development is also sensitive to environmental constraints and known ecological features. Portions of the site will be maintained as green space, including a stormwater management pond. New landscaping and planting of native species of vegetation will be introduced across the site, greatly increasing the quantity and quality of on-site vegetation.

Section 3.0 – Shaping the County – General Development Policies

Section 3.0 of the Official Plan outlines policies intended to shape the growth of the County over the next 25 years. The policies will help ensure that growth occurs in the way envisioned by the County and in a manner that contributes to the sense of place in the County. These policies are focused on environmental protection, parks and trails network, stable and diversified economy, housing, arts and culture, and cultural heritage.

Section 3.3 Livable Community

3.3.3 Housing Policies

1) The County shall promote greater housing diversity by requiring a mix of housing types, sizes and densities and encouraging a mixture of tenures an affordability which will accommodate changes in community needs over time. The Count shall promote opportunities for increased housing densities and intensification for residential development within the identified Settlement Areas.

The proposed development represents a compact built form, with a site-wide density of 47.4 dwelling units per net hectare. The development represents intensification of an under-utilized site within the urban boundary. The proposed development contains a variety of residential unit types, including townhouse and stacked townhouse dwelling units. The development will integrate a range of built forms and typologies to support a range of housing needs. The proposed development will contain a mix of residential and commercial uses that will contribute positively towards the long-term needs of residents and the municipality.

3) Appropriately scaled accessible housing forms shall be integrated within the identified Urban Settlement Areas where community services and amenities are easily accessible to ensure people with special needs have the best opportunity to care for themselves as much as possible in a non-institutional setting. Special needs and emergency housing shall be permitted in any designation that permits residential uses.

The proposed development will comply with the standards of the Accessibility for Ontarians with Disabilities Act (AODA). The development will integrate a range of built forms and typologies to support a range of housing needs. This will help to ensure that accessibility is maintained for persons with disabilities and older persons. For example, the proposed 1.5-storey townhouses will have living and bedroom space on the ground floor, providing greater accessibility options within the home.

4) This Plan establishes a County-wide target for the provision of affordable housing at 25 percent of all new housing units. Further, this Plan anticipates that the target for affordable housing will be met primarily within the Urban Centres of Picton, Wellington and Rossmore, as set out within their individual Secondary Plan policies that require a minimum of 33 percent of all new housing be affordable.

The proposed development includes a range of townhouse types and sizes. Providing a greater range of housing choice will assist in meeting the needs of different demographic and income groups. Furthermore, the introduction of 166 new units on the subject lands will help increase the County's housing stock, which in turn will assist with the broader housing shortage which is contributing to housing affordability issues.

10) The County shall maintain the ability to accommodate future residential growth for a minimum of 15 years through residential intensification and the development of land designated and available for all forms of residential development, particularly within the Urban Centres of Picton, Wellington and Rossmore, where Secondary Plans have been approved.

19) The County shall review infrastructure programs so that any constraint on the supply of serviced residential land can be identified and overcome.

The proposed development represents a compact built form, with a site-wide density of 47.4 dwelling units per net hectare. The development represents intensification of an under-utilized site within the urban boundary. The development will contain a variety of housing typologies, including townhouse and stacked townhouse dwelling units. The proposed development introduces a mix of land uses and mixed-density residential built forms which can be accommodated by existing and planned municipal infrastructure. The County has approved an infrastructure program to expand servicing to the subject site to facilitate increased residential development within the Picton Urban Centre.

Section 3.4 Infrastructure

3.4.3.1 Servicing Policies for the Picton and Wellington Urban Centres

1) Municipal sewage services and municipal water services are the preferred form of servicing for new growth opportunities within the Picton and Wellington Secondary Plan Areas. Intensification and redevelopment within Picton and Wellington shall be on municipal sewage services and municipal water services, wherever feasible.

The proposed development represents intensification of an under-utilized site within the urban boundary. The development will contain a variety of housing typologies, including townhouse, stacked townhouse dwelling units and single detached dwelling. The proposed development introduces a mix of land uses and mixed-density residential built forms which can be accommodated by existing and planned municipal infrastructure.

2) In order to promote ongoing growth within the Municipality, the existing water treatment and sanitary treatment plants and their associated distribution/collection systems serving the Urban Centres of Picton and Wellington will be maintained, upgraded and replaced when required, and on the basis of the approved capital budget program.

5) Development within the Picton and Wellington Urban Centres shall be designed and constructed in accordance with a Functional Servicing Plan or Plans, submitted at the time of application, dealing with sewage and water systems. These Plans shall be prepared to provide for the continuous, orderly extension of services in a cost-effective manner, to the satisfaction of the Municipality

The proposed development will utilize municipal services and infrastructure. As per the Master Servicing Plan for Water, Sanitary, Stormwater Systems and Internal Roads in East Picton, municipal services have been approved for expansion to the site. A Holding symbol is proposed within the zoning by-law amendment, subject to the availability of full municipal services.

3.4.4 Stormwater Management Policies

1) The Municipality shall require appropriate stormwater management facilities and outlets for new developments that mitigate the impacts of stormwater quality and quantity. Stormwater Management Plans shall be required for any new major development with large amounts of impervious area. Stormwater management will be undertaken in accordance with the Province's Stormwater Management Plan and Design Manual, or its successor.

4) An application for new development within any Urban Centre, Village or Hamlet shall be accompanied by a Stormwater Management Plan that:

a) Evaluates stormwater management on a 'watershed' based approach;

b) Incorporates an integrated treatment approach to minimize stormwater management flows and reliance on end-of-pipe controls through measures including source controls, lot-level controls, LID's and conveyance techniques, such as grass swales, where appropriate;

c) Identifies the specific location of permanent end of pipe facilities, the areas they will service, and considerations for their size, shape and design criteria;

d) Evaluates, at appropriate geographic scales, predicted changes in the water balance between pre-development and post-development conditions, and evaluates how such changes will be minimized;

e) Evaluates, at appropriate geographic scales, anticipated changes in phosphorus loadings between pre-development and post-development, and evaluates how this can be minimized;

f) Offers specific direction on how end of pipe stormwater management works shall be designed, to satisfy, at a minimum, the enhanced protection level specified by the Municipality; and

g) Identifies criteria and circumstances upon which interim stormwater facilities may be considered or precluded.

A Stormwater Management Plan will be submitted at the Site Plan Control application stage. A Holding symbol is proposed subject to the development of a Stormwater Management Plan that fulfills the requirements as listed above. A Stormwater Management pond is proposed on the site to naturally mitigate stormwater flows and reduce surface runoff into the Bay.

3.4.8.4 Where Public and/or private utility infrastructure is permitted and deemed necessary by the Municipality, it shall be provided in advance of or concurrent with any new development, to the satisfaction of the Municipality.

The proposed development will utilize municipal services and infrastructure. As per the Master Servicing Plan for Water, Sanitary, Stormwater Systems and Internal Roads in East Picton, municipal services have been approved

for expansion to the site. A Holding symbol is proposed within the zoning by-law amendment, subject to the availability of full municipal services.

Section 4.0 – The County Land Use Designations

Section 4.0 of the Official Plan provides policies related to the various land use designations in the County. The site is designated Urban Centre in Schedule A-2 – Land Use Designations in the County Official Plan, which falls within the Urban Centres designation of Section 4 of the Official Plan.

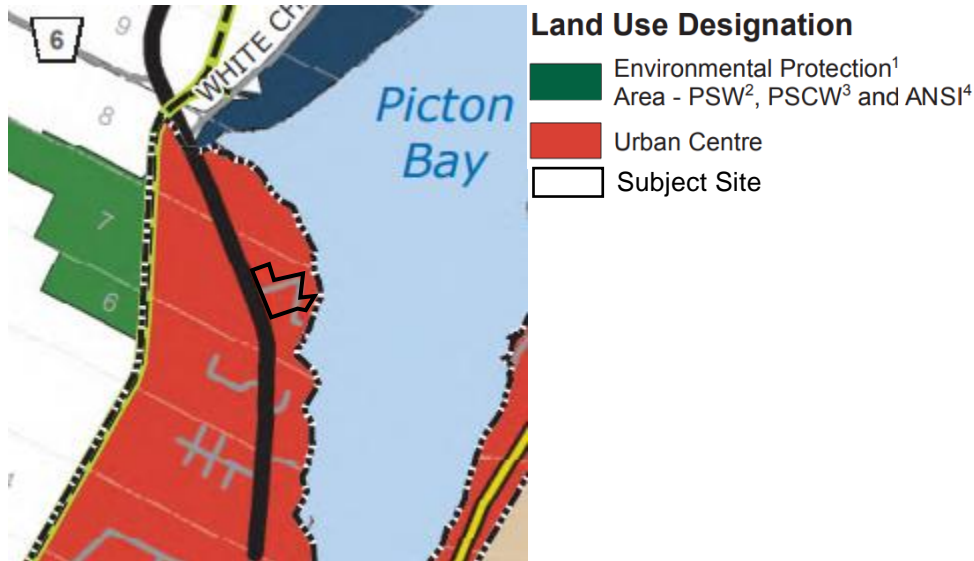


Figure 4: Schedule A-2 – Land Use (Source: County of Prince Edward Official Plan)

Section 4.1 Settlement Areas

Section 4.1 outlines policies for all settlement areas in the County, including the urban centers of Picton, Wellington and Rossmore. Settlement Areas are identified as a key element in defining the municipal quality of life and quality of place and as having a distinct role in the Municipality as centralized locations for housing and for service commercial and tourist-related attributes.

- 4.1 3) *In light of the constraints on infrastructure within the Municipality, development in all Settlement Areas will be highly dependent on servicing availability, in accordance with Section 3.4 policies within the Plan.*
- 4) *The extension of municipal sewer and water services shall take place only within lands designated Urban Settlement Areas as identified on Schedule 'A': Land Use Designations. Any construction of water and sanitary service infrastructure between communities is for the strict purpose of efficient operation without the obligation to connect or approve development for use of the infrastructure. Strip development along major roadways, beyond Settlement Areas, within the County will not be supported.*

The proposed development represents appropriate infill of under-utilized lands within the urban settlement area. Infill of under-utilized lands within the urban settlement area mitigates the need to expand the settlement area unnecessarily, making use of existing and planned municipal infrastructure. Infill and intensification of residential uses in proximity to Picton's downtown core efficiently utilizes planned servicing infrastructure and minimizes land consumption. The proposed development will utilize municipal services and infrastructure. As per the Master Servicing Plan for Water, Sanitary, Stormwater Systems and Internal Roads in East Picton, municipal services have been approved for expansion to the site. A Holding symbol is proposed within the zoning by-law amendment, subject to the availability of full municipal services.

Section 4.1.1 of the Official Plan outlines objectives with respect to the lands designated in Settlement Areas, including:

Objective 4 Accommodate a mixture of land uses that establish each Urban Centre as a complete community that is unique, affordable, sustainable, vibrant and healthy. Each Urban Centre will include a mix of housing types, employment areas, institutions, places to shop, schools, health care facilities, community services, community gardens and urban agriculture, and opportunities for recreation.

Objective 10 Ensure municipal infrastructures (sewer, water, stormwater and transportation facilities) is provided within each Urban Centre to sufficiently serve existing development and where appropriate, facilitate future planned growth.

The proposed development supports complete communities by offering a mix of housing options and a mix of land uses with neighbourhood commercial serving the immediate needs of local residents. The mixed-use development will contribute to the optimization of planned municipal servicing expansion and efficiently use existing municipal infrastructure. Given that the subject site is located along County Road 49 and within the urban boundary, this location is appropriate for moderate residential intensification. As per the Master Servicing Plan for Water, Sanitary, Stormwater Systems and Internal Roads in East Picton, municipal services have been approved for expansion to the site.

Section 4.1.2 Urban Centres Designation

Section 4.1.2 Urban Centres Designation outlines the intent to facilitate the evolution of Picton, Wellington and Rossmore as healthy, vibrant and complete communities. A Secondary Plan, with detailed policy framework, is in effect for each of the three Urban Centres, which will be discussed below.

The following policies are applicable to the site:

4.1.2.1 Policies

- 1) The County has prepared detailed Secondary Plans for the designated Urban Centres of Picton, Wellington and Rossmore. These Secondary Plans provide for more detailed planning policy guidance and are standalone documents, given force under the Planning Act.*

The proposed development aligns with the Picton Urban Centre Secondary Plan as described herein.

Section 5.1 Plan Administration

Section 5.1 of the Official Plan provides implementation policies related to plan administration. More specifically, in the context of this application, Section 5.1.1 provides specific direction regarding Zoning By-laws.

5.1.1 3) The Municipality may further refine the list of permitted and/or prohibited uses outlined within the Comprehensive Zoning By-law within the land use designations identified in this Plan based on the merits of an individual development application and with conformity with this Plan

A Zoning By-law Amendment is required to permit the proposed development, which conforms with the intentions of the Official Plan, as discussed herein. Applications for Site Plan Control will be required to permit the proposed development and additional applications for Plan of Subdivision, Plan of Condominium, and Consent for severance are anticipated.

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 development 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. This will be achieved with the introduction of mixed land uses. Greater residential density and the introduction of small-scale commercial uses will encourage healthy lifestyles and promote active transportation opportunities for residents and the public.

The proposed development will utilize planned municipal water and sewer servicing. The proposed development will incorporate private condominium lanes with reduced widths. 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.

The proposed development 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. By contributing 166 new residential units within the urban centre, the proposed development will help promote and support a thriving neighbourhood.

Section 2.3 Secondary Plan Map and Land Use Areas

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

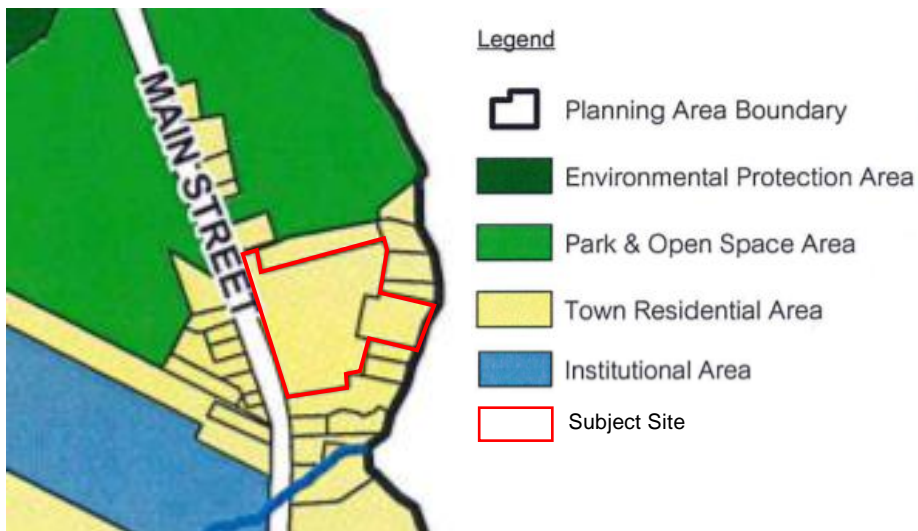


Figure 5: Schedule A – Secondary Plan Land Use Map (Source: Picton Hallowell Secondary Plan)

Section 2.4 of the Secondary Plan identifies the Town Residential Area as a land use area to manage growth in the residential neighbourhoods of Picton-Hallowell with policies intended to maintain and enhance the already established neighbourhoods of the community by encouraging compatible infill development and the extension of existing neighbourhoods into surrounding undeveloped areas. Guiding Policies for Town Residential Areas are as follows:

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 will result in 166 residential dwelling units on the project lands. The proposed development represents a range of housing types and the intensification of generally under-utilized lands within the urban settlement area. The area is predominantly detached dwellings therefore the proposed development will significantly increase the housing stock of the neighbourhood.

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 supports complete communities by offering a mix of housing options and a mix of land uses with neighbourhood commercial serving the immediate needs of local residents. The mixed-use development will contribute to the optimization of planned municipal servicing expansion and efficiently use existing municipal 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 proposed development represents appropriate infill of under-utilized lands within the settlement area. The increased residential population density resulting from the proposed development will result in more efficient and coordinated infrastructure expansion and usage.

Section 2.4.2 provides policy direction regarding the extension of existing neighbourhoods.

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

Infill of under-utilized lands within the settlement area mitigates the need to expand the settlement boundary unnecessarily, making use of existing municipal infrastructure. The proposed development will help support existing community infrastructure and positively contribute to the vitality of Picton. The proposed development will support the character of the community while establishing to a diverse and livable neighbourhood.

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 contains a variety of residential unit types, including townhouse and stacked townhouse dwelling units.

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 (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 response to height and density bonusing.*

The proposed development represents a compact built form, with a site-wide density of 47.4 dwelling units per net hectare. A discussion on Community Benefits is found later in this report.

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 full range of community housing needs.*

The proposed development will comply with the standards of the Accessibility for Ontarians with Disabilities Act (AODA). The development will integrate a range of built forms and typologies to support a range of housing needs. This will help to ensure that accessibility is maintained for persons with disabilities and older persons.

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 a neighbourhood-scale commercial use, anticipated to be occupied by convenience retail, with frontage on County Road 49. This commercial opportunity will increase local amenities for residents while not detracting from the existing commercial downtown core.

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 proposed private streets within the development will be shared routes for pedestrians, cyclists and vehicles, with traffic calming measures incorporated within the design to increase pedestrian safety. The proposed development, and expansion of the Picton built area, will promote active transportation throughout the site and to surrounding uses. Although there is currently no public transit service in the area, the proposed development will increase potential ridership numbers in proximity to a downtown area, supporting the potential for efficient transit services offered by Prince Edward County.

7. *Ensure 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 proposed development represents a contemporary built form with diverse well-designed homes and commercial building that will contribute to a sense of place within the community. The development will comply with Ontario Building Code standards, and will promote sustainable and climate resilient development practices. Further urban design details will be provided at the Site Plan Control stage.

Section 2.4.3 of the Secondary Plan provides policies that promotes residential intensification in the County, resulting in the development of complete neighbourhoods. Within the context of the Plan, intensification is defined as the development of a property, site, or area at a higher density or intensity than currently exists. Intensification generally occurs by means of redevelopment, development of vacant and/or underutilized lots within built up areas, or expansion or conversion of existing buildings.

- 2.4.3.1. *Encourage intensification in the Town Residential Area as a means of creating complete neighbourhoods that maximize the use of existing municipal services and facilities, encourage the provision of affordable forms of housing, provide a broader mix of everyday uses in close proximity, and encourage active modes of transportation.*

The proposed development represents appropriate infill of under-utilized lands within the Town Residential Area. Infill of under-utilized lands within the settlement area mitigates the need to expand the settlement boundary unnecessarily, making use of existing municipal infrastructure. The development, and expansion of the Picton built area, will promote active transportation throughout the site and to surrounding uses. The proposed development 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. By contributing 166 new residential units within the urban centre, the proposed development will help promote and support a thriving neighbourhood.

4. *Recognize a preferred target residential density of 25 units/net hectare (10 units/net acre) for residential intensification in the Town Residential Area. 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 height and density bonusing.*

The proposed development seeks to permit a residential density of 47.4 dwelling units per net hectare for the subject site. It is proposed to include in the site-specific zoning by-law amendment provisions to permit increased density beyond that allowed in exchange for community benefits.

5. *Consider the following when evaluating applications for intensification in the Town Residential Area:*

- a) *Proposed development is consistent with the policies of the Town Residential Area and the relevant goals and policies of this Plan;*

The proposed development is consistent with the policies of the Town Residential Area and the goals and policies of the Picton Urban Centre Secondary Plan as discussed herein.

- b) *Proposed property, site, or area is suited for intensification in the context of the surrounding neighbourhood;*

The proposed development represents appropriate infill of under-utilized lands within the Town Residential Area. Infill of under-utilized lands within the urban settlement area mitigates the need to expand the settlement area unnecessarily, making use of existing and planned municipal infrastructure. Given that the subject site is located along County Road 49 and within the urban boundary, this location is appropriate for moderate residential intensification.

- c) *Existing municipal services and proposed stormwater management measures can accommodate the additional development;*

- d) *Existing street network can accommodate the additional development;*

The proposed development will utilize municipal services and infrastructure. As per the Master Servicing Plan for Water, Sanitary, Stormwater Systems and Internal Roads in East Picton, municipal services have been approved for expansion to the site. The site is located along County Road 49 and accessed by an existing private road, Folkard Lane. The proposal includes an expansion of Folkard Lane as well as internal communal lanes to improve vehicular and pedestrian movement across the site. A Holding symbol is proposed within the zoning by-law amendment, subject to the availability of full municipal services and the Traffic Impact Statement.

- e) *Proposed development is compatible with the built form and character of the surrounding neighbourhood with respect to height, massing, landscape, and streetscape;*

- f) *Proposed development provides adequate privacy, sunlight, and views of the sky for existing and new residents;*

The proposed development represents a contemporary built form that respects the privacy, sunlight and views of the sky for existing and new residents of the neighbourhood. The development will incorporate buildings up to 3.5 storeys in height (stacked townhouse dwellings). The subject site is located on the periphery of an existing residential neighbourhood and is bound by County Road 49. As such, this is an appropriate location for mid-rise development. The proposed 3.5 storey dwellings are located centrally within the site, transitioning to lower building heights towards existing residential uses. The proposed 3.5 storey dwellings comply with the 15-meter building height provision within the proposed R3 zoning.

g) Proposed development is consistent with the town design policies of Section 4.1 of this Plan; and

The proposed development is consistent with the town design policies as described herein.

h) Proposed 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 these policy areas.

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, trails, and waterways which facilitate the movement of goods and people throughout the County. The development proposes the expansion of an existing private road, Folkard Lane, to create a crescent with a second access point on County Road 49. This will improve traffic flows through the site and improve conditions at the existing intersection. The flow of traffic will be further improved by the introduction of a series of private internal lanes, creating greater connectivity within the development and diffusing traffic on Folkard Lane. Pedestrian safety and access across the site will be improved with the introduction of sidewalks along Folkard Lane and traffic calming design features on private lanes. Active transportation across the site will be further encouraged by the proposed local commercial use, providing daily essentials for the immediate neighbourhood. Although there is currently no public transit service in the area, the proposed development will increase potential ridership numbers in proximity to a downtown area, supporting the potential for efficient transit services offered by Prince Edward County. A holding symbol is proposed for the site, subject to, among others, a Traffic Impact Statement.

Section 3.2 – Services and Utilities

Section 3.2 of the Secondary Plan provides policy directing the provision of services in a coordinated, efficient, and cost-effective manner consistent with principles of good planning to meet the current and projected needs of Picton-Hallowell.

3.2 3. Base the timing and priority of development in Picton-Hallowell on the following principles of serviceability and location:

- a) There is a logical extension of municipal services to contiguous development areas such that large undeveloped tracts of land do not have to be crossed;*
- b) A compact form and pattern of development is maintained;*
- c) The impacts on any environmental features are avoided (where possible), minimized, and adequately mitigated;*
- d) The provision of all municipal services proceeds in an economically viable manner; and*
- e) Priority is given first to reserving servicing capacity for infilling, intensification, and redevelopment.*

The proposed development represents appropriate infill of under-utilized lands within the Town Residential Area. Infill of under-utilized lands within the urban settlement area mitigates the need to expand the settlement area unnecessarily, making use of existing and planned municipal infrastructure. Given that the subject site is located along County Road 49 and within the urban boundary, this location is appropriate for moderate residential intensification. The proposed development reflects residential intensification in a compact built form that is consistent with surrounding pattern of development.

Section 3.2.1 presents a servicing strategy, given the servicing challenges facing the lands within the secondary planning area, based on the provisions of a municipal water supply and sanitary sewage collection system by Service Area. Per the definitions provided within this section, the subject site is located within Service Area 3 as there is no existing municipal water or sanitary collection system. However, the policies relating to this Service Area assumes that the prospect for the extension of municipal water supply or sanitary sewage collection system appears to be remote. This does not accurately reflect the conditions relating to the subject site as, per the Master Servicing Plan for Water, Sanitary, Stormwater Systems and Internal Roads in East Picton, municipal services have been approved for expansion to the site. A Holding symbol is proposed within the zoning by-law

amendment, subject to the availability of full municipal services. As such, the subject site would be considered within Service Area 1, full municipal water and sewer services, at the time of development.

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 reflect 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 within the existing neighbourhood. Given that the subject site is located along County Road 49 and within the urban boundary, this location is appropriate for moderate residential intensification. In order to mitigate impacts on surrounding lower density residential development, the stacked townhouses have been located in the western half of the site towards County Road 49. Building heights transition down to 3 and 1.5 storey townhouses moving from west to east to provide a gradient in height and density towards existing dwellings on Folkard Lane.

- 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 renovation should reflect the height, scale, and massing of adjacent buildings.*

The proposed development consists entirely of new construction on a greenfield site.

- 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 3.5 storeys in height (stacked townhouse dwellings). The subject site is located on the periphery of an existing residential neighbourhood and is bound by County Road 49 but is not located within these areas. As such, this is an appropriate location for mid-rise development. The proposed 3.5 storey dwellings are located centrally within the site, transitioning to lower building heights towards existing residential uses. The proposed 3.5 storey dwellings comply with the 15 meter building height provision within the proposed R3 zoning.

- 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 street 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.*
- 5. Ensure that community uses in the extension 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.*

The proposed development represents the extension of an existing neighbourhood in the Town Residential Area through intensification of under-utilized land within the Picton urban boundary. Given the size, shape, and existing conditions on the site, only private roads are proposed. The proposed private roads within the development will be shared routes for pedestrians, cyclists and vehicles, with traffic calming measures incorporated within the design to

increase pedestrian safety. Connections to County Road 49 will provide residents to the broader neighbourhood and allow neighbouring residents and visitors to access the proposed commercial use. No community uses are proposed within the development. One private open space is proposed.

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 proposed dwellings have been designed with garages fronting internal streets or private internal street. The proposed development reflects a contemporary built form and urban design that inherently reduces 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, commercial uses, and landscaping. Strong emphasis has been placed on transitioning density across the site through residential 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 within the Heights Development Area.

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 166 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 standard townhouse dwellings and stacked townhouse dwellings, providing a range of housing for the current and future needs of residents. As a result, 166 new units will become available on the market having a range of price points to appeal to households with different needs and budgets.

3. *Encourage and promote as a priority the production of affordable housing for low and moderate income households in Picton-Hallowell.*
4. *Encourage and promote housing for seniors, including housing with support facilities that enable seniors to age in place.*
5. *Recognize the importance of special needs housing in meeting the needs of Picton-Hallowell residents.*

As a development featuring smaller units and located in proximity to 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. The development will contribute a greater range of unit types and sizes, including smaller units that will be more attainable in price. 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 Urban 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 site is intended for residential intensification and is appropriately zoned for development as amended. Municipal servicing expansion is planned to ensure capacity in the County and increase servicing availability for residential intensification, such as the proposed development.

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 three-storey townhouse dwellings have the potential to provide opportunities for second residential units, offering an attainable housing option for home ownership and rental. It should also be emphasized that the 166 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 development will contribute 166 residential units, in a mix of housing types and densities to the existing housing stock in the Picton-Hallowell area. The diverse housing types will offer a range of starting prices. This will allow for efficient and appropriate residential growth with the urban area.

- 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 stacked townhouse and 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 subject site is not within the Downtown Core Area.

- 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 4.6 Green Infrastructure

Section 4.6 of the Secondary Plan outlines policies for parks, open space, and environmental areas that provide opportunities for recreation and leisure as well as environmental protection and management.

4.6.1. Provide for a range of park types, recreation facilities, and open space areas in Picton-Hallowell and their equitable distribution across the community to ensure access to a diversity of recreation opportunities.

The proposed development will provide a private open space for the passive enjoyment and leisure of residents. A Stormwater Management Pond is proposed within the open space, serving as a landscaping feature within the community.

Section 4.6.2 of the Secondary Plan identifies policies for the natural heritage system, defined as a series of connected natural spaces with long term ecological value. The spaces and features in Picton-Hallowell requiring consideration could include areas of natural and scientific interest (ANSI), fish habitat, habitat of endangered and threatened species, valley lands, wetlands, wildlife habitat, woodlands, shorelines, natural hazards, and the natural corridors that link them. Lot 110 within the subject site is a shoreline property, with 38.5 metres of frontage on Picton Bay. As such, any future development on the site would comply with all relevant provisions of the zoning by-law, including shoreline setbacks and Intake protection zones. The future residential development of two single-detached dwellings reflects the surrounding residential use along the shoreline. The residential development will be subject to a separate planning process, including Site Plan Control, which will ensure the protection of the shoreline as a natural heritage feature.

Section 4.8 Natural and Human-Made Hazards

Section 4.8 of the Secondary Plan provides policies with the intent of protecting residents and properties by respecting natural and human-made hazards. Such hazards could include floodplains, steep or unstable slopes, abandoned commercial mines and wells, existing and former mineral aggregate operations, potentially contaminated sites, and certain industrial and waste-related facilities. While Lot 110 within the subject site is identified as being partially within a Steep Slope Area on Schedule D: Secondary Plan Constraints Map, the boundaries of the area is approximate and will be specifically delineated on a case-by-case basis. Consultation with the County, Quinte Conservation, Ministry of Natural Resources, and Ministry of the Environment, as appropriate, will be conducted at the Site Plan Control stage. Detailed studies in support of the development, such as an Environmental Impact Study or Geotechnical Study with increased scope, will also be provided at that time.

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 47.4 dwelling units per net hectare for the subject site. It is proposed to include in the site-specific zoning by-law amendment provisions to permit increased density beyond that allowed in exchange for community benefits. Bonusing for increased density is to be negotiated within the approval process.

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*

The proposed development does not include any public facilities, services, or matter of community benefit.

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 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 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 development does not include any public facilities, services, or matter of community benefit.

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 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.

It is our professional planning opinion that the proposed development conforms with the County of Prince Edward Picton Urban Centre Secondary Plan.

Current and Proposed Zoning

The subject lands are split zoned site-specific Urban Residential Type One (R1-44) Zone and Limited Service Residential (LSR) Zone on Schedule A1 in the County of Prince Edward Comprehensive Zoning By-law No. 1816-2006. As these existing zones do not allow the proposed development, a zoning by-law amendment is being sought to rezone the subject lands to 3 new special zones, as well as two standard zones. Each special zone has been tailored to specific portions of the site in order to permit the proposed uses and describe appropriate performance standards.



Figure 6: Current Zoning (Source: Prince Edward County Public GIS Viewer)

It is proposed to rezone the project lands (49 Folkard Lane) to include two site-specific Urban Residential Type 3 (R3-X1-H and R3-X2-H) Zones, as well as a site-specific Local Commercial (CL-X-H) Zone and Open Space (OS-H) Zone to permit the proposed mixed use development on the site. Additionally, a rezoning of the waterfront lot (57 Folkard Lane), from LSR to Urban Residential Type 1 (R1-H), is proposed to reflect the development potential given planned municipal servicing expansion. A Holding symbol is proposed for both zones, subject to the Municipality's approval of sufficient servicing, stormwater management, and traffic reports/plans.



Figure 7: Proposed New Zoning (Source: Fotenn Planning + Design)

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

- / Block 1 – Special Urban Residential Type 3 (R3-X1-H)
- / Block 2 – Special Urban Residential Type 3 (R3-X2-H)
- / Block 3 – Special Local Commercial (CL-X-H)
- / Block 4 – Open Space (OS-H)
- / Lot 110 – Urban Residential Type 1 (R1-H)

The following qualifying statements are also proposed for all zones:

- / Zone boundaries shall not be treated as lot lines and each portion of the lot must be used in accordance with the provisions of the applicable zone. In the case of a conflict, the more restrictive provision(s) shall apply.
- / In the case of two zones being applied to one parcel of land, the more restrictive provisions shall prevail.

The following tables assess the performance standards of the proposed development against the applicable provisions of the proposed zones.

Block 1

The proposed Urban Residential Type 3 (R3-X1) Zone provisions are as follows:

Provision	Required	Proposed	Compliance
Permitted Use	One unit of a semi-detached dwelling One semi-detached dwelling One duplex dwelling One triplex dwelling Additional units <ul style="list-style-type: none"> - Converted dwelling with a maximum of four dwelling units - One second unit - One garden suite Townhouse dwelling One unit of a townhouse dwelling Apartment dwelling Retirement home Senior citizens housing complex Home business Uses, buildings and structures accessory to the foregoing permitted uses	Stacked Townhouse	No – definition to be added
Minimum Lot Area	250m ² (townhouse dwelling per dwelling unit) =31,000 m ²	13,000m ²	No
Minimum Lot Frontage	30m (townhouse dwelling which does not front onto a public street)	130m (frontage on Count Road 49)	Yes
Minimum Front Yard	7.5m	7.5m	Yes
Minimum Exterior Side Yard	7.5m	-	n/a
Minimum Interior Side Yard	2.5m (townhouse dwelling)	>2.5m	Yes
Minimum Rear Yard	7.5m	>7.5m	Yes
Maximum Lot Coverage	35%	26%	Yes
Minimum Landscaped Open Space	35%	30%	No
Maximum Height of Buildings	15m	11.4m	Yes
General Provisions			
Unenclosed Porches, Balconies, Steps or Patios, Exterior Stairs and Landings	Notwithstanding the yard and setback provisions of this By-law to the contrary, unenclosed	1.5m setback	No

	porches, balconies, steps and patios, whether covered or uncovered, exterior stairs and landings may project into any required yard a maximum distance of 1.5 m (5 ft), but not closer than 1.2 m (4 ft) to any lot line, provided that in the case of porches, steps or patios such uses are not more than 1.8 m (6 ft) above grade, exclusive of hand railings or other similar appurtenances.		
Parking, Loading and Driveway Provisions			
Parking – Townhouse or Multiple Unit Dwelling	1.5 spaces per dwelling unit 124 units = 186	124 within garage 86 exterior at-grade Total = 210	Yes
Parking – Location	Residential (other than apartments): Parking may be permitted in any yard provided that such parking is located within a driveway which is in accordance with the provisions of Section 5.1.7.2 and 5.1.7.3.	38 spaces provided as communal surface parking	No

Lot Lines

For the purposes of the zoning provisions as described herein, the boundaries of Block 1 shall be defined as follows; the front lot line shall be County Road 49 and the rear lot line shall be the boundary farthest from and opposite to the front lot line. Both perpendicular boundaries to the front lot line shall be interior lot lines. There shall be no exterior lot lines. This language has been incorporated into the site-specific zoning to provide clarity on lot line interpretation.

Permitted Uses

The proposed development will provide a variety of housing typologies, including stacked townhouse dwellings. Stacked townhouses are a contemporary house type that provides increased unit densities without increasing unduly the built form as compared to standard townhouse dwellings. It is requested to add stacked townhouse dwellings as a permitted residential use, along with a definition as follows:

Stacked townhouse dwelling: shall mean a group of at least three attached separate dwelling units which share a side wall and are stacked vertically, and in which each dwelling unit has an independent entrance from the exterior.

Minimum Lot Area

The required minimum lot area for a townhouse dwelling is 250 square metres per dwelling unit. Per this minimum area requirement, a total lot area of 31,000 square metres is required for the proposed 124 stacked townhouse units. The stacked townhouse block has a proposed total area of 13,000 square metres.

The proposed development reflects and integrates a contemporary built form and efficient layout to minimize land consumption. The total lot area is impacted by the configuration of a stacked townhouse development whereby units are arranged vertically, requiring less lot area than the built form considered by the zoning by-law. Furthermore, the proposed stacked townhouse typology reflects characteristics of both a traditional townhouse and a multi-unit dwelling; however, the zoning by-law does not define or provide performance standards for stacked townhouses. As a comparison, the zoning by-law's minimum lot area for 124 apartment units is 6,448 square metres. Therefore, the proposed lot area of 13,000 square metres will provide sufficient area to meet the functional needs of this built form and will not result in the overdevelopment of the block.

Minimum Landscaped Open Space

The required minimum landscaped open space is 35% of the lot area. Relief is sought to permit a minimum landscaped open space of 30%. The minimum landscaped open space provision is intended to ensure that a sufficient percentage of open space is attributable to each townhouse dwelling unit, with the anticipation of providing sufficient amenity space for each private dwelling following a plan of subdivision. The proposed stacked townhouse development is anticipated to undergo a future plan of condominium, whereby amenity space will be provided both in the form of private spaces and outdoor communal areas. Further, the dwellings will exist within the broader context of the site, which includes the provision of a private open space for the enjoyment and passive recreational use of residents.

Unenclosed Porches, Balconies, Steps and Landings

It is proposed that stairs and landings that provide the primary access to a unit may project into a required yard and be setback 1.5 metres from a lot line. This relief will facilitate access to the proposed stacked townhouses, which have entrances that are street oriented and offer easy access to the public realm.

Parking Location

Relief is sought to locate a small portion of parking attributed to stacked townhouse dwellings outside a private driveway. It is proposed to provide 38 parking spaces as off-street parking along a private communal lane within Block 1. All stacked townhouse units will have at least one parking spaces located with an attached garage, with many units also containing a dedicated surface parking space. The number of parking spaces provided in Block 1 is greater than the minimum required in the zoning by-law, providing additional parking for extended visitors to the development. The off-street parking will be subject to the anticipated future plan of condominium, providing greater flexibility in parking options to the residents of the development.

Block 2

The proposed Urban Residential Type 3 (R3-X2) Zone provisions are as follows:

Provision	Required	Proposed	Compliance
Permitted Use	One unit of a semi-detached dwelling One semi-detached dwelling One duplex dwelling One triplex dwelling Additional units - Converted dwelling with a maximum of four dwelling units - One second unit - One garden suite Townhouse dwelling One unit of a townhouse dwelling Apartment dwelling Retirement home Senior citizens housing complex Home business Uses, buildings and structures accessory to the foregoing permitted uses	Townhouse	Yes
Minimum Lot Area	250m ² (townhouse dwelling per dwelling unit)	150m ²	No
Minimum Lot Frontage	30m per townhouse block 7m per townhouse unit	1.5 storey townhouses: 7.3m	Yes

		3 storey townhouses: 5.6 m	No
Minimum Front Yard	7.5m	6.0m	No
Minimum Exterior Side Yard	7.5m	1.5m	No
Minimum Interior Side Yard	2.5m (townhouse dwelling)	1.5m	No
Minimum Rear Yard	7.5m	7.5m	Yes
Maximum Lot Coverage	35%	55%	No
Minimum Landscaped Open Space	35%	28%	No
Maximum Height of Buildings	15m	9.6m	Yes
General Provisions			
Unenclosed Porches, Balconies, Steps or Patios, Exterior Stairs and Landings	Notwithstanding the yard and setback provisions of this By-law to the contrary, unenclosed porches, balconies, steps and patios, whether covered or uncovered, exterior stairs and landings may project into any required yard a maximum distance of 1.5 m (5 ft), but not closer than 1.2 m (4 ft) to any lot line, provided that in the case of porches, steps or patios such uses are not more than 1.8 m (6 ft) above grade, exclusive of hand railings or other similar appurtenances.	1.5m setback	No
Parking, Loading and Driveway Provisions			
Parking – Townhouse or Multiple Unit Dwelling	1.5 spaces per dwelling unit	2 spaces per dwelling unit	Yes
Parking – Location	Residential (other than apartments): Parking may be permitted in any yard provided that such parking is located within a driveway which is in accordance with the provisions of Section 5.1.7.2 and 5.1.7.3.	Garages/driveways	Yes

Minimum Lot Area

The required minimum lot area for a townhouse dwelling is 250 square metres per dwelling unit. Relief is requested to permit a minimum lot area of 150 square metres per dwelling unit. The proposed development will reflect and integrate a contemporary built form and efficient layout to minimize land consumption. The proposed reduction would accommodate the future lot fabric, allow for a greater density of development, consistent with the policies of the Official Plan and the Picton Urban Area Secondary Plan. Despite the reduction, each future lot will provide adequate room for parking and outdoor amenity.

Minimum Lot Frontage

It is proposed to reduce the minimum lot frontage requirement for the 3 storey townhouses from 7 metres to 5.6 metres in order to permit the width of the proposed dwellings once the units are subdivided into individual lots. The permission for smaller frontages will allow the introduction of a narrower townhouse product and a more

diverse range of housing options. As these townhouse units are proposed to be 3 storeys in height, the area reduction resulting from the smaller frontage is compensated in the additional floor area.

Minimum Front Yard

The required minimum front yard depth is 7.5 metres. Relief is requested to permit a minimum front yard depth of 6 metres. The minimum front yard provision is intended to ensure a sufficient distance between a dwelling unit and a street so as not to impact the privacy or livability of the dwelling/unit and to permit a parking space within a front-facing driveway. The reduced front yard will provide a sufficient buffer between townhouse dwelling units and Folkard Lane, as it is a private street within limited traffic flows and traffic calming features such as dedicated pedestrian sidewalks and a narrow road width. Additionally, parking spaces for each townhouse unit will be provided in both a private garage and front-facing driveway. The proposed reduction in minimum front yard depth is minor and will not impact the liveability of the townhouses. The proposed relief will permit the development of a contemporary built form and maximize the efficiency of the site for residential intensification.

Minimum Exterior Side Yard

The required minimum exterior side yard depth is 7.5 metres. Relief is requested to permit a minimum exterior side yard depth of 1.5 metres. The minimum exterior side yard provision is intended to ensure a sufficient distance between a dwelling unit and a street so as not to impact the privacy or livability of the dwelling/unit on a corner lot. The reduced exterior side yard will provide a sufficient buffer between townhouse dwelling units and Folkard Lane, as it is a private street within limited traffic flows and traffic calming features such as dedicated pedestrian sidewalks and a narrow road width. The proposed reduction in minimum exterior side yard depth is minor and will not impact the liveability of the corner units.

The 7.5 metre setback requirement is also intended to support a driveway on either road frontage for end units. The proposed development has been designed to have front facing garages and driveways, eliminating the need to accommodate a driveway on both frontages.

Minimum Interior Side Yard

The required minimum interior side yard depth for a townhouse is 2.5 metres on the non-attached side. Relief is requested to permit a minimum interior side yard depth of 1.5 metres. The minimum interior side yard provision is intended to ensure sufficient privacy for the unit at the end of the townhouse row and adequate access to the side of the dwelling for maintenance purposes. The proposed reduction in minimum interior side yard depth is minor and will not impact the liveability of the end units nor will it impact the ability of future owners to access the sides of their dwellings.

Maximum Lot Coverage

The required maximum lot coverage is 35% of the total lot area. Relief is sought to permit a maximum lot coverage of 55%. The proposed increase in maximum lot coverage will not unduly impact the livability of the townhouse dwellings. The lot coverage is impacted by the decreased lot area, which is proposed to achieve a compact form of development and the introduction of more diverse dwelling types. Despite the increased lot coverage, each future lot will provide sufficient room for parking and outdoor amenity space.

Minimum Landscaped Open Space

The required minimum landscaped open space is 35% of lot area. Relief is sought to permit a minimum landscaped open space of 28%. The minimum landscaped open space provision is intended to ensure that a sufficient percentage of open space is attributable to each townhouse dwelling unit, with the anticipation of providing sufficient amenity space for each private dwelling following a plan of subdivision. Sufficient amenity space will be provided by private yards. Further, a reduced landscaped open space will reduce the outdoor maintenance and upkeep burden of the townhouses to suit the needs of residents of all ages and abilities.

Unenclosed Porches, Balconies, Steps and Landings

It is proposed that stairs and landings that provide the primary access to a unit may project into a required yard and be setback 1.5 metres from a lot line. This relief will facilitate access to the proposed 3 storey townhouses, which have entrances that are street oriented and offer easy access to the public realm.

Block 3

The proposed Local Commercial (CL-X) Zone provisions are as follows:

Provision	Required	Proposed	Compliance
Permitted Use	Convenience store Personal service shop Restaurant Bank or financial institution Business and professional office, not including medical clinic Laundromat on municipal service only Public uses or utilities in accordance with the provisions of Section 4.23 of this By-law Uses, buildings and structures accessory to the foregoing permitted uses including the sale of pre-filled propane tanks	Convenience store	Yes
Minimum Lot Area	465m ² (municipal sewer and water service)	1,232m ²	Yes
Minimum Lot Frontage	15m (municipal sewer and water service)	37.3m	Yes
Minimum Front Yard	7.5m	>7.5m	Yes
Minimum Exterior Side Yard	7.5m	>7.5m	Yes
Minimum Interior Side Yard	2.0m	>2.0m	Yes
Minimum Rear Yard	7.5m	>7.5m	Yes
Maximum Lot Coverage	35%	18%	Yes
Minimum Landscaped Open Space	35%	47%	Yes
Maximum Height of Buildings	9m	4m	Yes
Parking, Loading and Driveway Provisions			
Parking – Convenience Stores	1 space for every 18.6 sq. m (200 sq. ft.) of gross floor area = 12 spaces	10 = 1 space per 20 sq. m of gross floor area	No
Loading Provisions – Commercial	186m ² - 2,350m ² = 1 loading space required	0	No

Parking

The required number of parking spaces for commercial uses is one space for every 18.6 square metres of gross floor area or portion thereof. Per the minimum parking requirement, the proposed development requires 12 parking spaces. Relief is requested to permit ten parking spaces for the proposed commercial building. Given 166 dwelling units are being proposed within close proximity of the proposed convenience store, it is anticipated that many of those accessing the commercial use will do so by foot or bicycle. It is anticipated that the proposed 10 parking spaces will adequately accommodate the parking needs of those employed at the establishment and patrons accessing the use by private vehicle.

Loading Spaces

Based on the proposed gross floor area of the commercial use, 1 loading space is required to be provided. The loading space requirements of the zoning by-law do not differentiate between different types of commercial uses

and the loading space needs of individual businesses. The proposed convenience store will not require a dedicated, extra wide loading space, as deliveries are expected to occur using smaller trucks and cube vans that can utilize standard parking spaces.

Open Space (OS-H)

The proposed Open Space (OS-H) Zone provisions are as follows:

Provision	Required	Proposed	Compliance
Permitted Use	Public or private park or open space Walking trails Boat launching facility Existing agricultural uses Conservation uses including activities connected with the conservation of coil and wildlife 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 Historical site Public uses or utilities in accordance with the provisions of Section 4.23 of this By-law Uses and buildings that are accessory to the permitted uses, such as a club house, refreshment pavilion or booth	Private SWM pod/open space	Yes
Minimum Front Yard	15m	n/a	-
Minimum Exterior Side Yard	7.5m	n/a	-
Minimum Interior Side Yard	7.5m	n/a	-
Minimum Rear Yard	7.5m	n/a	-
Maximum Lot Coverage	35%	n/a	-
Minimum Landscaped Open Space	35%	n/a	-
Maximum Height of Buildings	10m	n/a	-

No amendments to the Open Space (OS) Zone are required to permit the proposed development.

Urban Residential Type 1 (R1)

The proposed Urban Residential Type 1 (R1) Zone provisions are as follows:

Provision	Required	Proposed	Compliance
Permitted Use	One single detached dwelling One second unit or one garden suite Home business Private home day care Bed & breakfast establishment	Single detached	Yes

Provision	Required	Proposed	Compliance
	Group home Uses, buildings and structures accessory to the foregoing permitted uses		
Minimum Lot Area	460m ² (lot serviced by a public water and sanitary sewer systems)	>460m ² each	Yes
Minimum Lot Frontage	15m (lot serviced by a public water and sanitary sewer systems)	>15m each	Yes
Minimum Front Yard	7.5m	-	Will conform
Minimum Exterior Side Yard	7.5m	-	Will conform
Minimum Interior Side Yard	1.2m plus 0.6m for each partial or additional storey above the first	-	Will conform
Minimum Rear Yard	7.5m	-	Will conform
Maximum Lot Coverage	35% (lot serviced by a public water and sanitary sewer systems)	-	Will conform
Minimum Landscaped Open Space	30%	-	Will conform
Maximum Height of Buildings	10m	-	Will conform
Maximum number of dwelling units per lot	2	-	Will conform
Minimum floor area	75m ²	-	Will conform

No amendments to the Urban Residential Type 1 (R1) Zone are required to permit the proposed development.

7.0 Conclusion

The proposed development will provide a mix of housing types, accommodating the needs of current and future residents of the County. The proposed development consists of 166 total dwelling units, with a density of 47.4 dwelling units per net hectare. The development will include two single-detached houses, nine 1.5 storey dwelling units, 31 three-storey townhouse dwelling units, and 124 3.5 storey stacked townhouse dwelling units, along with a neighbourhood commercial building and private open space. The proposed development has been designed and planned to transition height and massing across the site, with more dense forms of housing situated in the western portion of the site and lower built forms fronting along Folkard Lane immediately across from existing single detached dwellings. The development will represent a significant increase in available housing options within the Picton Urban Centre, positively contributing to the residential housing market in Prince Edward County.

The proposal aligns with the Provincial Policy Statement, the County of Prince Edward Official Plan and the Picton Urban Centre Secondary Plan. Based on our review of the proposal from a land use planning perspective, the proposed zoning by-law amendment is appropriate, allowing the development of an appropriately scaled mixed-use development that is designed with careful consideration of the surrounding community and natural features. The waterfront parcel (Lot 110) is considered a technical rezoning. The proposal will help achieve the County's goal of providing high quality residential options in this area.

It is our professional opinion that the proposed zoning by-law amendment represents 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.

Respectfully,

draft

Jennifer Wood, MCIP RPP
Associate
Fotenn Planning + Design

Appendix A

Zoning By-law Amendment

By-law No. XXXX-2021

A By-law to Amend County Comprehensive Zoning By-law No. 1816-2006

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

Notwithstanding the provisions of this By-law to the contrary, the following provisions shall apply,

Within the R3-X1-H Zone:

- i. For the purposes of the zoning provisions as described herein, the lot lines of Block 1 shall be defined as follows; the front lot line shall be County Road 49 and the rear lot line shall be the lot line farthest from and opposite to the front lot line. Both perpendicular boundaries to the front lot line shall be interior lot lines. There shall be no exterior lot lines.
- ii. Permitted Residential Uses: Stacked Townhouse (as defined herein)
 - a. "Stacked Townhouse" shall mean a dwelling containing four or more principal dwelling units where the units in each pair are divided horizontally, and the pairs are divided vertically, and in which each dwelling unit has an independent entrance from the exterior.
- iii. Minimum lot area: 13,000 square metres
- iv. Minimum landscaped open space: 30%
- v. A minimum of one (1) parking space per unit shall be provided in either a garage or a driveway. Additional parking may be permitted in a surface parking area not within a driveway.
- vi. Stairs and landings leading to a unit's primary entrance may be setback 1.0 metre from any lot line.

Within the R3-X2-H Zone:

- i. Minimum lot area: 150m² per townhouse dwelling unit
- ii. Minimum front yard: 6.0m
- iii. Minimum exterior side yard: 1.5m
- iv. Minimum interior side yard: 1.5m
- v. Maximum lot coverage: 55%
- vi. Minimum landscaped open space: 28%
- vii. Stairs and landings leading to a unit's primary entrance may be setback 1.0 metre from any lot line.

Within the CL-X-H Zone:

- i. A convenience store shall provide a minimum of 1 parking space per 23.0 square metres of gross floor area.
- ii. A convenience store is not required to provide a loading space.

Schedule A

