



## 12 Acres on Talbot Subdivision

Demonstration Report  
Zoning By-law Amendment and Draft Plan of Subdivision  
August 3, 2022

Prepared for  
Cleave Group

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August 2022

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# 1.0 Introduction

## 1.1 Executive Summary

The Cleave Group is pursuing applications for a Zoning By-law Amendment and Draft Plan of Subdivision to develop a portion of the subject property (the site) locally known as 175 County Road 4 (Talbot Street) in the Town of Picton, County of Prince Edward. The site has a total area of 3 hectares and is adjacent to the West Meadows residential development. The purpose of the applications is to permit a residential subdivision containing approximately fifteen (15) single detached homes, forty-three (43) townhome units, and an open space block providing access to Millennium Trail.

The applicant identified this site for development as having great potential to address existing housing constraints currently experienced in Prince Edward County. The applicant intends to diversify the housing stock in this neighbourhood to create more attainable opportunities for housing within the County. The proposed development will achieve this through the establishment of a mix of single-detached dwellings and townhome blocks within the subdivision which will build on the adjacent West Meadows residential subdivision.

The subject site is designated Urban Centre, as shown on Map 14 within Appendix A of the County of Prince Edward Official Plan. The Picton Urban Centre designation is subject to the policies of the Picton-Hallowell Secondary Plan. As per Schedule A of the Picton-Hallowell Secondary Plan, the lands are designated Town Residential Area and about a Park and Open Space Area to the west (the Millennium Trail). The subject lands feature site-specific zoning being Rural 1-57 (RU1-57) in the County of Prince Edward Comprehensive Zoning By-law No. 1816-2006. An application for a zoning by-law amendment is required to permit the proposed residential development of the site. An application for Draft Plan of Subdivision is proposed to create lots and blocks to accommodate the fifty-eight (58) unit residential subdivision.

Supporting technical studies prepared for the applications build on studies prepared for the adjacent West Meadows plan of subdivision including an updated Traffic Impact Study, and a preliminary servicing report which addresses the following:

- / Roads;
- / Site grading;
- / Storm sewers;
- / Water distribution system;
- / Sanitary servicing; and
- / Public utilities.

Additional supporting materials for the applications include a Phase 1 - Environmental Site Assessment, a concept plan, a draft plan of subdivision, and this planning justification report. Collectively, the studies provided support the proposal and describe the technical requirements of the development.

The proposed development is intended to be built-out in two or three phases with construction anticipated to begin once road access is established from the West Meadows development. Through the zoning by-law amendment application, the site will be zoned to accommodate the proposed residential uses, and site-specific zoning will be requested, where appropriate, to address performance standards for lots and blocks within the subdivision.

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

## 1.2 Introduction

Fotenn Planning + Design has been retained by Cleave Group to prepare this planning justification report in support of a Zoning By-law Amendment and Draft Plan of Subdivision application to develop a portion of the subject property (the site) known locally as 175 Talbot Street in Prince Edward County. The site has a total area of 3 hectares and is adjacent to the West Meadows Subdivision. The site is the subject of a concurrent consent application which seeks to sever the 3-hectare parcel considered through this report for a residential subdivision and retain a 2.05-hectare parcel which is intended to be developed for an institutional use (e.g., a public school).

The purpose of this application is to permit the development of a residential subdivision containing fifteen (15) single-detached dwellings, and forty-three (43) townhouse units. At full build-out, the proposed development will contain a total of fifty-eight (58) residential units. The development is slated to feature municipal roads, sidewalks, as well as an open space block providing access to Millennium Trail.

A pre-application meeting has been conducted with municipal staff which identified the application submission requirements. In accordance with staff direction, the following materials have been submitted in support of the applications:

- / Draft Plan of Subdivision;
- / Concept Plan;
- / Traffic Impact Study;
- / Preliminary Servicing and Drainage Report;
- / Phase 1 - Environmental Site Assessment;
- / Application fee(s);
- / Completed Application forms; and
- / This Planning Rationale.

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

## Surrounding Area and Site Context

The site is located along the south side of Talbot Street (Country Road 4) in the west end of the Town of Picton Urban Centre and is currently vacant. The surrounding area is predominantly comprised of residential dwellings with rural uses to the west of the site outside of the urban boundary. The Millennium Trail, which runs in a north south direction, abuts the site to the west. North of the site is a planned school block and the Talbot on the Trail Development. Immediately east and south of the site is the West Meadows development. The subject lands are located approximately 850 +/- metres west of the intersection of Loyalist Parkway (Picton Main Street) and Talbot Street. The site is well positioned to access the commercial uses and services located on Loyalist Parkway in Picton's Downtown Core.

Vehicular access to the site will be provided from Talbot Street and the Loyalist Parkway through the internal (municipal) road network upon the completion of the West Meadows development. Sidewalks are planned within the development, and an open space block is proposed to provide access to the Millennium Trail.



Figure 1: Surrounding Area Context – Aerial (Source: Google Earth)

# 3.0 Development Proposal

The applicant intends to develop the subject lands in a manner which contributes positively towards the vibrancy of Picton. The proposed development places priority on providing a mix of housing types and densities to help address housing issues faced within the County. The proposed development will build on the adjacent West Meadows subdivision and create a natural extension of the residential uses in the area. The development will make efficient use of lands and resources within the urban centre, and through building on the adjacent subdivision will result in a logical extension of services and municipal infrastructure. The development will incorporate sidewalks and an open space block for access to the Millennium Trail which will promote active transit and pedestrian connectivity. Through the design and density proposed, the development seeks to strike a balance between accommodating urban residential density while providing a quality lifestyle for the community.

## 3.1 Plan of Subdivision

The applicant is proposing to subdivide the 3-hectare site into fifteen (15) lots and ten (10) blocks. The subdivision will contain residential uses and one open space block. The development will feature a variety of residential built forms, including single-detached dwellings and townhouse units. The following is a breakdown of the proposed lots and blocks, as well as their proposed use:

- / Lots 1-15                      Single Detached Dwelling Units
- / Blocks 11-19                Townhouse Dwelling Units
- / Block 101                     Open Space Block

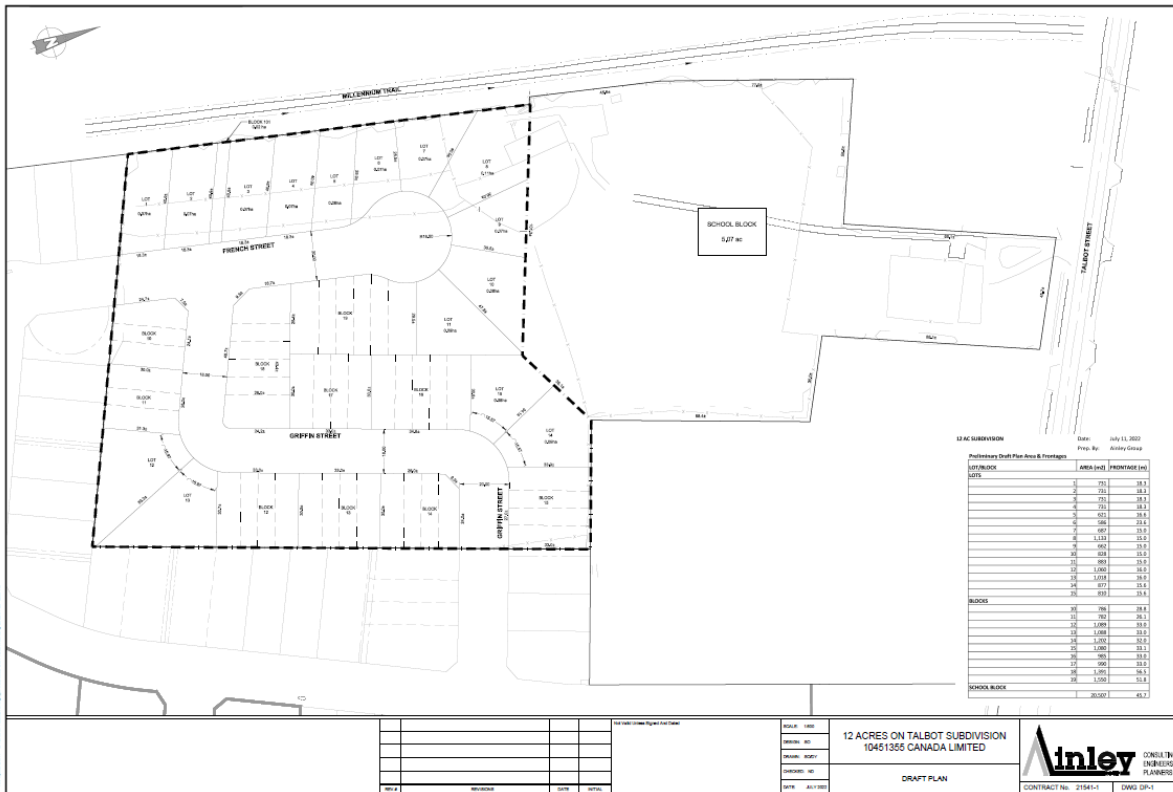


Figure 2: Draft Plan of Subdivision (Source: Ainley Group)

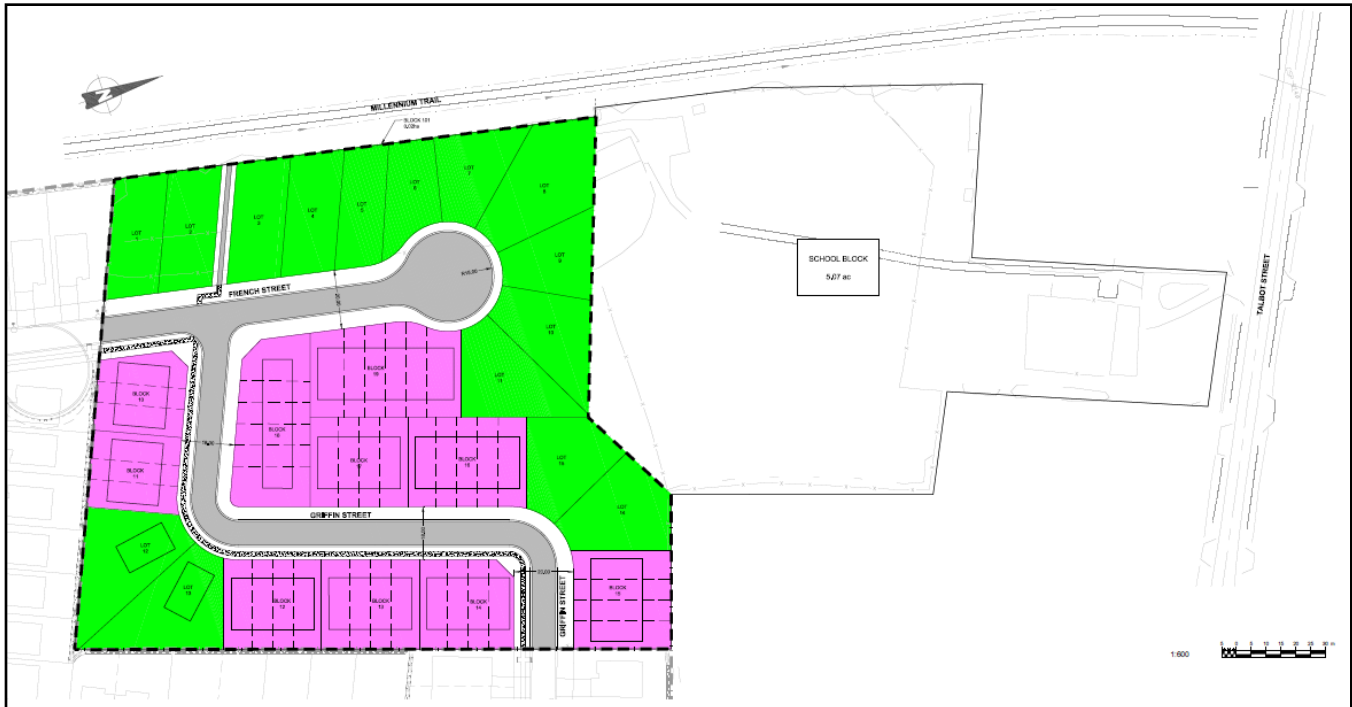


Figure 1: Concept Plan (Single detached lots shown in green, townhouse blocks shown in purple, the road network and open space block shown in grey, and the school block is outlined in white) (Source: Ainley Group)

The development will feature separate driveways with parking spaces for individual units extending from the internal (municipal) road network. The open space block will provide access to the Millennium Trail which will help promote active transportation, and planned sidewalks will permit pedestrian connectivity within the development and to adjacent amenities including the West Meadows development.

The development will incorporate two municipal streets, being Griffin and French Street, which extend from the West Meadows subdivision. French Street is slated to provide a 20-metre right-of-way, while Griffin Street will provide a 20-metre right-of-way through the extension east to the West Meadows development, and provide an 18-metre right-of-way along an internal connection west to French Street.

### 3.2 Single Detached Dwelling

The proposed development will feature fifteen (15) single-detached dwellings located on lots 1 through 15. The proposed units are slated to feature lot frontages ranging from 15 to 18+/- metres, and a minimum lot area ranging from 0.07 to 0.11 hectares. Lots 1-11 are situated along French Street and the rear yards will back onto and overlook the Millennium Trail and lots 12-15 will be situated along Griffin Street. The open space block is adjacent to lots 2 and 3. Details of the proposed single detached dwellings are provided within Section 6 of this report.

### 3.3 Townhouse Dwellings

Blocks 10-11 are slated to feature three (3) unit townhouse blocks which front onto Griffin Street. Blocks 12-15 and block 17 are slated to feature four (4) unit townhouse blocks fronting onto Griffin Street. Block 16 is slated to feature a five (5) unit townhouse block, while blocks 18 and 19 are slated to feature six (6) unit townhouse blocks. In total there are 43 townhome units proposed for the development, which collectively help the development reach a net density of 25.4 units per hectare. All townhome units are slated to feature private driveways for parking for individual units. Townhome block

18 is slated to feature units with modest gross floor areas to help increase the mix of units and tenants within the development and provide the County with increased supply of attainable housing. Details of the proposed townhome dwellings and performance standards are provided within Section 6 of this report.

### 3.4 Public Realm + Parkland Dedication

One open space block is proposed within the development between lots 2 and 3 which will provide access to and from the Millennium Trail for residents and the community. As the proposed development will build on the adjacent West Meadows subdivision, the open space block will provide both developments access to the trail network and the amenities of the larger community by way of active transportation. It is anticipated that residents will benefit from the parkland dedication provided within the West Meadows subdivision, however no additional parkland has been proposed. It is anticipated that the applicant will work with the County to address any deficiencies in parkland dedication (e.g., cash-in-lieu).

### 3.5 Access, Circulation + Parking

The proposed subdivision will incorporate an extension of two municipal roads from the West Meadows subdivision, being Griffin Street and French Street. French Street will maintain a 20-metre-right-of-way, while Griffin Street will provide a 20-metre right-of-way at the extension from the West Meadows development to the east, and an 18-metre right-of-way internally extending west towards French Street. Connections to Talbot Street and Loyalist Parkway are planned to be provided through the West Meadows subdivision. Residential dwellings will feature private driveways which will accommodate parking for all individual units within the development. Sidewalks through the development are proposed within the municipal rights-of-way on the east side of French Street and the south side of Griffin Street providing pedestrian connectivity through the development and to the larger community.

### 3.6 Phasing

It is anticipated that the development will be completed through two or three phases, however phasing details are intended to be determined through technical review of draft plan of subdivision approval. Construction for the development is anticipated to begin once road access is established from Phase 2 of the West Meadows development, and full build-out is anticipated to take up to 18-24 months once initiated.

### 3.7 School Block

The applicant is proposing to sever the 7.43-acre parcel intended to be developed as a residential subdivision as considered through this report. The retained lands of the severance application submitted to the County will be approximately 5.07 acres in size with approximately 46 +/- metres of frontage on Talbot Street and are intended to accommodate a new public school. The retained lands, referred to as the school block through concurrent applications, are addressed in more detail through the consent and zoning by-law amendment applications, and the supporting planning report, submitted for 175 Talbot Street.

## 4.0 Supporting Studies

### 4.1 Preliminary Servicing and Drainage Report

A Preliminary Servicing and Drainage Report was prepared by Ainley Group to consider services including roads, site grading, storm sewers, water distribution system, sanitary servicing and public utilities for the proposed development. The report was prepared with consideration for applicable policies and design guidelines includes TAC Design Guidelines, MOE Design Guidelines for Sewage Works and Drinking Water Systems, and MOE Watermain Design Criteria for Future

Alterations Authorized Under a Drinking Water Permit. Additionally, the report was prepared with consideration for additional technical studies in support of the development which included:

- / Final Preliminary Geotechnical Investigations Report, dated June 15, 2021, prepared by Ainley Group.
- / West Meadow and Future 12 AC Subdivision Developments Traffic Impact Study Addendum, dated September 23, 2021, prepared by Ainley Group.
- / Picton Water Distribution System – West Meadows and 12 Acres, dated September 24, 2021 prepared by RVA.

The report states that the overall grading of the site presented on the Preliminary Grading Plan (provided on Figure 3 within the report) will be designed with respect to the following factors:

- / Consideration of existing grades and surrounding lands;
- / Consideration to the results of the Preliminary Geotechnical Investigation;
- / Consideration of proposed overland flow routes;
- / Consideration to the preliminary elevations of proposed building types;
- / Collection of the 5-yr flows from the road drainage;
- / Safe conveyance of major system flows; and
- / Maintaining a minimum soil cover over the proposed services.

The proposed site grading generally follows the existing drainage pattern of the site, sloping away from the ridge that intersects the site; north-westerly towards Talbot Street and Hospital Creek and south-easterly toward the proposed SWM pond within the West Meadow development on the south side of the site. Drainage from the yards will be conveyed to the roads by sheet drainage or captured by rear yard catchbasins and connected to the storm sewer system.

Clean roof drainage from the lower rear yards of the single units at the west side of the site will sheet drain towards Millennium Trail to be conveyed to the existing swale and ultimately Hospital Creek. Additional details related to grading are provided within Section 4 of the report, as well as Figure 3.

Section 5 of the report addresses Stormwater Management and Storm Sewers. With respect to existing storm sewers, it was established, in coordination with the County, that the adjacent proposed West Meadow development will receive the drainage from the 12 Acres on Talbot Subdivision to be conveyed to the proposed West Meadow Stormwater Management Facility. Details with respect to the design criteria, management facility, and storm sewers are provided through Section 5 of the report. Section 6 of the report provides a detailed review of the water distribution system, and Section 7 of the report provides details for the sanitary collection system. Section 8 of the report provides details for natural gas, electrical and telecommunication distribution.

Section 9 of the report provides a series of conclusions which include the following:

- / The proposed 3 ha residential subdivision development will be built-out, with completion of the development anticipated in 2024, including approximately 58 units.
- / The Preliminary Geotechnical Investigation prepared by Ainley Group revealed that the site consists predominately of topsoil over silty sand with trace clay and gravel, over brown clayey silt and glacial till. The groundwater table was encountered 0.63m to 4.0m below existing ground.
- / The Traffic Impact Study completed by Ainley Group concluded that the municipal road system will continue to operate at a level of service B or C and the proposed changes made as a result of the adjacent Talbot on the Trail development and the West Meadow are sufficient to accommodate traffic generated by the 12 Acres on Talbot Subdivision.
- / The proposed site grading will generally follow existing drainage patterns north-westerly toward the Millennium Trail (ultimately to Hospital Creek) and south-easterly toward the West Meadow subdivision. Stormwater from the majority of the development including the internal roads, will be conveyed via rear yard swales, curb and

gutter and a storm sewer system sized to convey the 5-year flows and ultimately discharge to the Hospital Creek SWM Pond and the West Meadow SWM Pond.

- / The proposed roads will be designed to TAC Guidelines. All roads are proposed to have an urban cross-section standard with curb and gutter, and street lighting.
- / The subdivision is proposed to be serviced with 200mm diameter distribution watermain connecting to the proposed West Meadows subdivision.
- / The subdivision will be serviced through the construction of gravity sanitary sewers which will convey flows toward two systems; the West Meadow subdivision to ultimately connect to the existing 200mm diameter sewer on Talbot Street, and West Meadows to ultimately connect to the Loyalist Road sewer
- / Hydro, natural gas and telecommunication distribution will be in accordance with the individual utility companies' specifications.

## 4.2 Traffic Impact Study

An Addendum to a Traffic Impact Study (TIS), originally prepared for the West Meadows subdivision, was completed, in part, to address the proposed 12-Acres subdivision. The addendum provides detailed information related to the subdivision through Section 4 and conclusions within Section 11 of the study. The report concludes by stating that despite the increase in existing traffic and development traffic, that the current design of the proposed improvements to the intersections of Loyalist Parkway with Street A/Picton Properties Commercial Entrance, Talbot Street/Lake Street with Picton Main Street, and Talbot Street with Street A/Talbot on the Trail entrance are sufficient. Technical details for the planned improvements are provided within Section 11, and it is stated that the improvements can collectively accommodate the 2035 ultimate horizon traffic volumes, and no further improvements are required. Of note, while the development plan for the site has changed since the preparation of the addendum to the TIS the conclusions of the study appropriately consider the site and development proposal with respect to traffic.

## 4.3 Phase 1 – Environmental Site Assessment

A Phase 1 Environmental Site Assessment was completed for 175 Talbot Street by Geofirma Engineering Ltd. The work was completed in accordance with the Canadian Standards Association (CSA) Standard “Z768-01 – Phase I Environmental Site Assessment” (November 2001, reaffirmed 2016). As stated within the report, in all the databases searched as part of the EcoLog ERIS database search, there were no occurrences identified on the Phase I ESA site. A total of 25 occurrences were identified within a 300-metre radius of the site and none of these occurrences were considered potential environmental concerns to the soil and groundwater conditions at the site.

A total of four monitoring wells drilled as part of a geotechnical investigation were observed on the site at the time of the Geofirma site inspection. All of these wells had protective steel casings and PVC risers installed. Water could be seen approximately one metre below ground surface in all the wells. One PCA and one APEC was identified for the former fuel storage tank onsite. Based on the site inspection the environmental liability associated with the former use of the tank is considered minimal and therefore a Phase II ESA is not required at this time.

## 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 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.

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

- a) *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- 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;*
- c) *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- 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;*
- 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;*
- f) *improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
- g) *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
- h) *promoting development and land use patterns that conserve biodiversity; and*
- i) *preparing for the regional and local impacts of a changing climate.*

Section 1.1.3.1 states that Settlement Areas are to be the focus of growth and development. The site is located within the County's urban boundary, which is the designated growth 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;*
- c) *minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) *prepare for the impacts of a changing climate;*
- e) *support active transportation;*
- f) *are transit-supportive, where transit is planned, exists or may be developed; and Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.*

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

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

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

Section 1.4 of the PPS includes policies dealing with the provision and supply of housing. Section 1.4.1 and 1.4.2 deal with ensuring an adequate supply of housing is provided and this policy is regularly reviewed and assessed by the County.

*Section 1.4.3 - 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;*
- 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;*
- 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.*

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

- a) *planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
- 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;*
- c) *providing opportunities for public access to shorelines; and*
- d) *recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.*

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

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

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

- a) *promote compact form and a structure of nodes and corridors; and*
- b) *promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas.*

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

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

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

## Section 3.0 – Protecting Public Health and Safety

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

## Analysis

The proposed residential subdivision will accommodate 58 residential units on municipal services within the urban centre (settlement area) of the County. The development proposed on the 3-hectare parcel will build on the adjacent West Meadows subdivision, which will result in efficient use of land, resources, municipal infrastructure, and will represent orderly development. The compact form and mix of housing types proposed will provide needed supply within the County, and assist in providing attainable housing within a new subdivision.

The studies prepared in support of the development demonstrate that the lands are appropriate for the residential subdivision with respect to servicing, stormwater management, traffic accommodation, and confirm that there are no identified threats to public health and safety (e.g., site contamination). The open space block planned for the development will promote active transportation and create linkages to the larger community for property owners and residents alike. The development is slated to feature sidewalks which will provide pedestrian connections to the adjacent development including parkland amenities.

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

## 5.2 County of Prince Edward Official Plan

The County of Prince Edward Official Plan was adopted on February 24, 2021, and was approved by the Minister of Municipal Affairs and Housing in July 2021. The Prince Edward County Official Plan (the plan) provides direction for the entire County over the next 25 years on matters related to land use planning and growth. The plan is intended to provide strong, clear policy direction that protects and enhances the liveability and quality of place of the County. It serves as the County's Sustainability Plan and promotes healthy, livable and complete communities supported by a strong economy. The relevant policy considerations of the plan for the development are discussed below (with policies cited in *italics*).

The following sections of the Official Plan will be addressed:

- / Section 2 – County Context and Future Direction
- / Section 3 – Shaping the County – General Development Policies
- / Section 4 – The County Land Use Designations
- / Section 5 – Implementation Policies

### Section 2 – County Context and Future Direction

Section 2.2.C of the plan states that housing availability and affordability within the County may be a contributing factor to the decline of younger professionals remaining in the County. An over-representation of single detached dwellings, limited new development and housing supply, and the attraction of the County as a destination for retirees have collectively contributed to local housing conditions which are restricting the ability for younger families and professional to locate or remain in the County. This section of the plan goes on to state that attracting and retaining these groups will require the provision of a broader range of housing options near services and amenities.

Section 2.3.1.ii states that in all areas of the County, the creation of healthy, livable, resilient, and where appropriate, complete communities will be embraced by establishing and implementing solutions for providing opportunities for affordable housing and ensuring accessible built environments provide opportunities for active transportation, recreation, and social interaction.

Section 2.3.1.iii states that the County's Urban Centres will become revitalized as complete inclusive communities that include a diversity of housing options, commercial amenities, community facilities and services, and employment opportunities close to where people live.

Section 2.4.2 of the plan provides the following objectives that support Growth Management:

*Objective 1 - Ensure that growth opportunities support sustainability, a strong economy and healthy, livable and strive for complete communities.*

*Objective 2 - Promote and facilitate a full range of appropriate forms of development throughout the County.*

*Objective 3 - Provide flexibility within the policy framework established in this Plan that allows the County to review development proposals on their merits and on a site-specific basis, but in keeping with the overall goals of the plan.*

*Objective 4 - Accommodate an appropriate range and mix of residential and employment uses.*

*Objective 5 - Promote compatible development and land use patterns, and ensure that new development does not cause environmental or public health and safety concerns or negatively impact the agricultural community or natural heritage features and systems.*

*Objective 6 - Promote development standards and land use patterns that will sustain the financial, social, cultural and environmental well-being of the County over the long term.*

Section 2.5.a of the plan states identified urban centres shall be the primary focus for new growth. Section 2.5.b states that when reviewing development proposals with the urban settlement area 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.*

### Section 3 – Shaping the County – General Development Policies

Section 3 of the plan is intended to provide over-arching direction for how the Municipality will grow over the next 25 years. This section of the plan also provides policy direction for housing and parks and trail networks.

Section 3.1.7 states that the County shall recognize both municipally and non-municipally owned components of the identified parks, open space, and trails network as part of a cohesive system, and will work with agencies, at all levels of government, stakeholders and private residents to coordinate and integrate network planning, expansion, enhancement and maintenance.

Section 3.1.7 goes on to state that development proposals abutting trail corridors of any type shall be designed and buffered to mitigate any potential impacts associated with the use of the trail corridors and to minimize vehicular crossings.

The Millennium Trail is a key element of the parks, open space, trails network, and the County's premier active transportation route. This trail provides connections for residents and visitors between settlement areas and natural and cultural attractions throughout the County. As an important route that supports local active transportation and the emerging cycle tourism industry, the County intends to work with community partners to:

- a) Develop new and improve existing trail access points;*
- b) Improve connectivity to major destinations;*

- c) Improve signage, wayfinding, interpretive opportunities, and coordination along the Tourism Corridors, including the Arts Trail and the Taste Trail;*
- d) Upgrade the trail surface to improve accessibility for all people, including for casual cycling;*
- e) Maintain bridges along the trail;*
- f) Improve the sustainability of the trail, in terms of permeable surfacing, erosion control, mitigating impacts on wildlife habitat, providing waste receptacles, and developing eco-education information along the trail; and*
- g) Ensure that all upgrades, maintenance and expansion of the Millennium Trail located in and adjacent to Significant Natural Heritage Features and Areas have been demonstrated that there will be no negative impacts on the Significant Natural Heritage features or on their ecological functions.*

Section 3.3.1 asserts that a livable community is one that has been thoughtfully and sustainably designed, providing attainable and affordable housing while realizing its connection within the public realm. A livable community celebrates and promotes diversity, compact built form and green design while ensuring health, viability, and support through the careful planning of community uses and services. This section of the plan goes on to state that future growth will build on established communities and landscapes in a compatible way.

Housing is vital to the creation of healthy, sustainable, and complete communities. As stated within the plan, residents of all ages, income levels and physical abilities rely on a range and mix of housing types to offer a meaningful place to grow and a safe and secure place to live. An appropriate range of housing choices contributes to the overall health and well-being of communities. By creating a multitude of housing opportunities, the supply of housing available within the County can more effectively respond to local housing needs and changes in demand particularly as the existing population ages. Policies of the plan have been informed by the Affordable Housing Implementation Study (2015) and are aimed at creating inclusive and diverse communities through the provision of an appropriate range of housing choices.

Section 3.3.2 states that objectives of this plan relate to all elements contributing to a livable community, with relevant objectives including the following:

*Objective 1 - Promote the development and sustainability of an appropriate and adequate mix of housing by fostering a range of types, tenure and affordability which can accommodate the broad needs of residents over time, regardless of age, income level, ability or household type.*

*Objective 2 - Facilitate the development of housing that is affordable for low- and moderate-income households while maintaining an appropriate supply of land in the County to accommodate residential growth.*

*Objective 3 - Encourage and promote housing for seniors, including housing with support facilities that enable seniors to age in place.*

*Objective 5 - To ensure good long-term occupancy housing availability while responding to the needs for short term occupancy roofed accommodations of the travelling public and migrant workers.*

Section 3.3.3 of the plan provides a series of housing policies including the following:

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

- 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.*
- 15) *The following planning strategies may be considered by the County in an effort to achieve affordable and accessible housing objectives:*
- a) Promote higher density housing forms within Settlement Areas as well as support alternative residential development standards to facilitate affordable and accessible housing within a more compact built form;*
  - b) Ensure that the provisions of the Zoning By-Law are sufficiently flexible to permit a range of innovative housing types and sizes, including second units, accessory dwelling units, garden suites, cohousing, communal housing and lifelease housing; and*
  - c) Encourage mixed use development including the renovation and rehabilitation of residential uses above commercial uses in Urban Centres and Villages*

Section 3.4.3.1 of the plan, Servicing Policies for the Picton and Wellington Urban Centres, provides the following relevant policies:

- 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.*
- 4) *If a Draft Plan of Subdivision or Condominium is not registered within three years from the date of Draft Plan Approval, or the Draft Plan has not proceeded to the satisfaction of the Municipality within the term of draft plan approval, the Municipality, at the time of considering extension of the Draft Plan Approval, may revoke any assignment of municipal servicing allocation, in whole or in part.*
- 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.*

Section 3.4.4 of the plan, Stormwater Management Policies, provides the following relevant 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.*

Section 3.4.5 of the plan, Transportation Policies, provides the following relevant policies:

- 1) *The transportation system, for purposes of road allowance protection, is shown on Schedule 'E': Transportation & Infrastructure and includes roads in settlement areas. The transportation system is intended to provide for the efficient and safe passage of pedestrians and cyclists, the operation of an efficient public transit system and provide for the balanced usage of motor vehicles. Provincial Highways are subject to Provincial requirements and permits in addition to the other policies of this Plan.*
  
- 15) *County Roads - Inter-Centre Collector designation applies to roads that connect Settlement Areas to each other or to the Provincial Highways and County Highways and carry medium to large volume traffic. The minimum road allowance width shall be 26 metres. The number of lanes, design details, traffic signage and entrance spacings for the Municipality Roads shall be determined by the Municipality. County Roads to which this classification applies are:*
  - a) *All of County Roads 1, 2, 3, 4, 6, 8, 10, 14, 15, 17, 19, 22, 23, 28, 34 and 64.*

Section 3.4.5.1 of the plan, Polices for Demand Management, Public Transit & Active Transportation, provides the following relevant policies:

- 3) *To promote active living and sustainable tourism, the Municipality shall support walking and cycling as attractive modes of transportation by:*
  - a) *Using a complete streets approach to the design of new streets and the reconstruction, repair and maintenance of any right-of-way within the Municipality;*
  
  - b) *Requiring the development of high-quality bicycle and pedestrian facilities in public road allowances in new developments to the Municipality's satisfaction, and ensuring those facilities create linkages to key destinations, and the sidewalk and trail systems, where appropriate;*
  
  - c) *Ensuring developments are planned, designed and developed to ensure the safety and efficient movement of cyclists and pedestrians;*

- d) *Prioritizing safety considerations for pedestrians and cyclists when designing new or upgraded intersections;*
  - e) *Minimizing vehicle crossings of multi-use trails, and implementing appropriate safety standards for crossing that cannot be avoided;*
  - f) *Adopting mandatory bicycle parking requirements for all commercial, institutional, industrial, and multi-unit residential uses through the implementing Zoning By-law; and*
  - g) *Including supportive infrastructure for active transportation within any development.*
- 4) *Pedestrian circulation will generally be on sidewalks or multi-use trails adjacent to roads and may be separated from the road by landscaping. Exceptions may be considered where insufficient road allowance widths exist, or other terrain constraints exist. Landscaping may not be required in Settlement Areas.*

#### Section 4 – The County Land Use Designations

Section 4.1 of the plan, Settlement Areas, provides the following relevant policies:

- 1) *A key element in defining the municipal quality of life and quality of place is the diversity and charm of the various Settlement Areas scattered throughout the countryside. Each Settlement Area is unique in its mixture of land uses, and its range of housing opportunities. The Settlement Areas also have a distinct role in the Municipality as centralized locations for housing and for service commercial and tourist-related attributes. The Settlement Areas include a historic context, with heritage sites, buildings and landscapes that provide an important reference to the past.*
- 2) *The hierarchy of Settlement Areas is comprised of Urban Settlement Areas and Rural Settlement Areas. Schedule 'A': Land Use Designations identifies each of the Settlement Areas, as follows:*
  - a) *The Urban Centres of Picton, Wellington and Rossmore are Urban Settlement Areas;*
  - b) *The Villages of Bloomfield, Ameliasburgh, Consecon and Carrying Place are also Urban Settlement Areas; and*
  - c) *Hamlets are Rural Settlement Areas and include Black River, Cherry Valley, Demorestville, Hillier, Milford, Northport, Rednersville, Rosehall and Waupoos.*

Section 4.1.1 of the plan provides the following relevant objectives:

*The objectives of this Plan with respect to the lands designated in Settlement Areas, as shown on Schedule 'A': Land Use Designations are to:*

*Objective 1 Ensure that the health, well-being, prosperity and sustainability of the Urban Centres, Villages, and Hamlets is enhanced and preserved.*

*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 7 Ensure Urban Centres are the primary locations for community facilities and services that serve the resident population from across the County, as well as businesses and tourists.*

*Objective 9 Develop in a compact form that promotes the efficient and cost effective use of land and infrastructure, and incorporates a network that encourages active transportation modes.*

*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.*

*Objective 11 Develop in a manner that promotes the efficient and cost-effective use of land and available infrastructure (sewer, water, stormwater and transportation facilities), and minimizes energy consumption and the emission of greenhouse gases and other air pollutants.*

Section 4.1.2 of the plan, Urban Centres Designation, provides the following relevant policies:

*It is the intent of this Plan to facilitate the evolution of Picton, Wellington and Rossmore as healthy, vibrant and complete communities. It is also the intent of this Plan to recognize that a Secondary Plan, with a detailed policy framework, is in effect for each of the three Urban Centres.*

Section 4.1.2.1 of the plan provides the following relevant policies:

#### *The Picton, Wellington and Rossmore Secondary Plans*

- 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.*
- 2) These Secondary Plans must be read in conjunction with this Plan, and all of the applicable policies of both this Plan and the applicable Secondary Plan shall apply.*
- 3) Where there is a conflict between a policy in this Plan and a policy in an applicable Secondary Plan, the policy of the Official Plan shall prevail, until such time as the Secondary Plan is brought into conformity with the Official Plan*
- 4) Mapping for each of the identified Urban Centres is provided in Appendix A.*

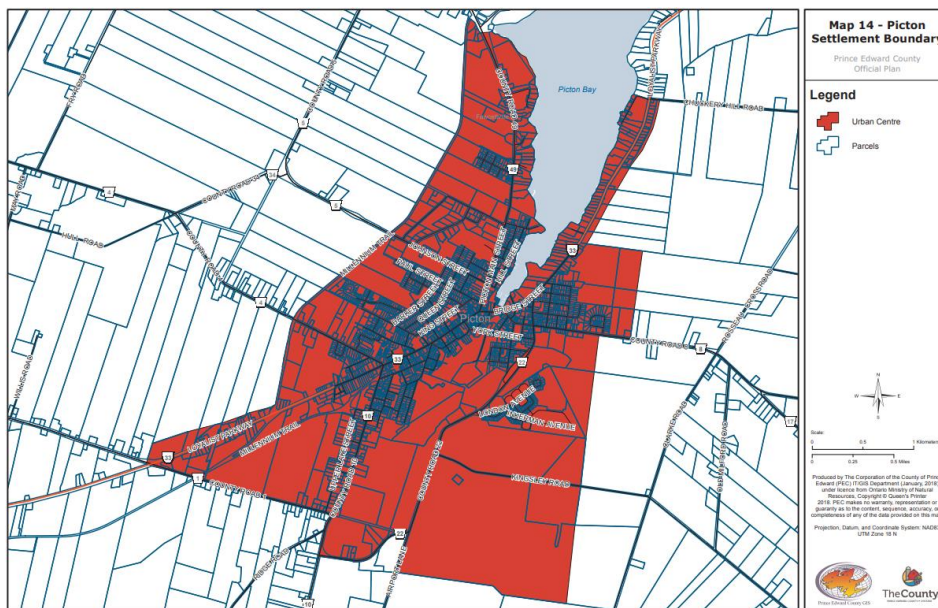


Figure 2: Land Use Designation (Source: Appendix A – Map 14)

## Section 5 – Implementation Policies

Section 5.1.3 of the plan, Land Division, provides the following relevant policies:

*6) To provide for their review, applications for plans of subdivision and plans of condominium shall include the information as described in Section 51.18 of the Planning Act of Ontario, RSO.1990, C.P. 13, as amended.*

*7) Prior to approving a plan of subdivision or plan of condominium, the Municipality must be satisfied that the proposed development:*

*a) Can demonstrate serviceability via municipal water and sanitary sewer, to the municipality's satisfaction, or by communal or private well and wastewater disposal system where municipal services are not planned or existing;*

*b) Can be supplied with other municipal services such as fire protection, road maintenance, waste disposal, and community facilities and services, without adversely affecting the Municipality's finances;*

*c) Has been designed to integrate compatibly with the transportation system, adjacent existing and planned land uses, the Natural Heritage System, cultural heritage resources and hazardous lands in such a way that protects and enhances the Municipality's special quality of place;*

*d) Provides a mix of housing types and tenures including affordable housing options, wherever feasible;*

*e) Provides opportunities for healthy living, including but not limited to access to green space and active transportation facilities;*

*f) Addresses issues of energy conservation and sustainability; and*

*g) Meets the design policies of this Plan, any area-specific urban design guidelines, and the applicable development standards and regulations of the Municipality.*

*8) Applicants of a proposed subdivision may be required to prepare studies in accordance with the requirements of this Plan to assess the impacts, financial or otherwise, of the proposal and identify mitigation strategies.*

*9) Draft approval of plans of subdivision or plans of condominium will include conditions which must be satisfied prior to final approval of the plan of subdivision or condominium. Such conditions may be required to be satisfied within an initial specified time period of three years, or draft approval may be withdrawn by the Municipality. Conditions of approval may be changed prior to final approval.*

*10) Where no activities are undertaken to implement a plan of subdivision or plan of condominium within three years of its approval, the Municipality shall:*

*a) Withdraw its approval; or,*

*b) Renew the approval, subject to the applicant demonstrating the proposal is consistent with this Plan and that the development is needed to meet residential demand within, for not more than 3 years.*

*11) Prior to final approval of a plan of subdivision or condominium, the owner shall be required to enter into an agreement with the Municipality and to file necessary financial securities to the satisfaction of the Municipality to ensure that conditions of approval are fulfilled.*

12) Where a draft plan of subdivision is proposed adjacent to a provincial highway, the layout of the subdivision may be designed such that the lots back onto the provincial highway and front onto a local internal street. Developers may also examine whether a window street is an option in this scenario.

13) Country lot subdivisions and residential plans of condominium shall not be permitted within the following designations; Aggregate, Environmental Protection, Waterfront, Open Space, Rural and Shore Land.

14) Generally, any proposal for 3 lots or more is to proceed via a plan of subdivision. The decision is at the sole discretion of the County.

### Analysis

The proposed residential subdivision will accommodate 58 residential units on municipal services within the urban centre (settlement area) of the County. The development proposed on the 3-hectare parcel will build on the adjacent West Meadows subdivision, which will result in efficient use of land, resources, municipal infrastructure, and will represent orderly development. The compact form and mix of housing types proposed will provide needed supply within the County, and assist in providing attainable housing within a new subdivision. The development seeks to establish a mix of dwelling types and densities that assists the County in addressing identified housing concerns. Design of the units is intended to blend with and build on the adjacent residential developments in the community, and balance density while providing a high quality of lifestyle. The development is well-positioned to benefit from the nearby amenities and professional services located in Picton's Downtown Core.

Studies prepared in support of the development demonstrate that the lands are appropriate for the residential subdivision with respect to servicing and stormwater management, traffic accommodation, and confirmed that there are no identified threats to public health and safety (e.g., site contamination). The open space block planned has been integrated into the plan to promote active transportation and create linkages to the community. The development is slated to feature sidewalks which will provide pedestrian connections to the adjacent development including parkland amenities.

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 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, the Picton-Hallowell Secondary Plan provides the following relevant considerations (with policies cited in *italics*):

### Preface: 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.*

### Part Two: Land Use

The subject site is designated Town Residential Area and abuts an Environmental Protection Area on Schedule A - Secondary Plan Land Use Map of the Picton Urban Centre Secondary Plan. Section 2.4 of the Secondary Plan, Town Residential Area, provides policy direction for the management of growth in residential neighbourhoods of the Picton-Hallowell area. Compatible infill and extension of existing neighbourhoods into undeveloped areas is encouraged. New residential neighbourhoods should reflect the traditional neighbourhood in terms of design and walkability. Increased density as a means of increasing the mix of housing types in Picton-Hallowell is supported. Within the Picton-Hallowell area, all residential uses at all densities are permitted, as well as neighbourhood-scale non-residential uses intended to serve the local neighbourhood.

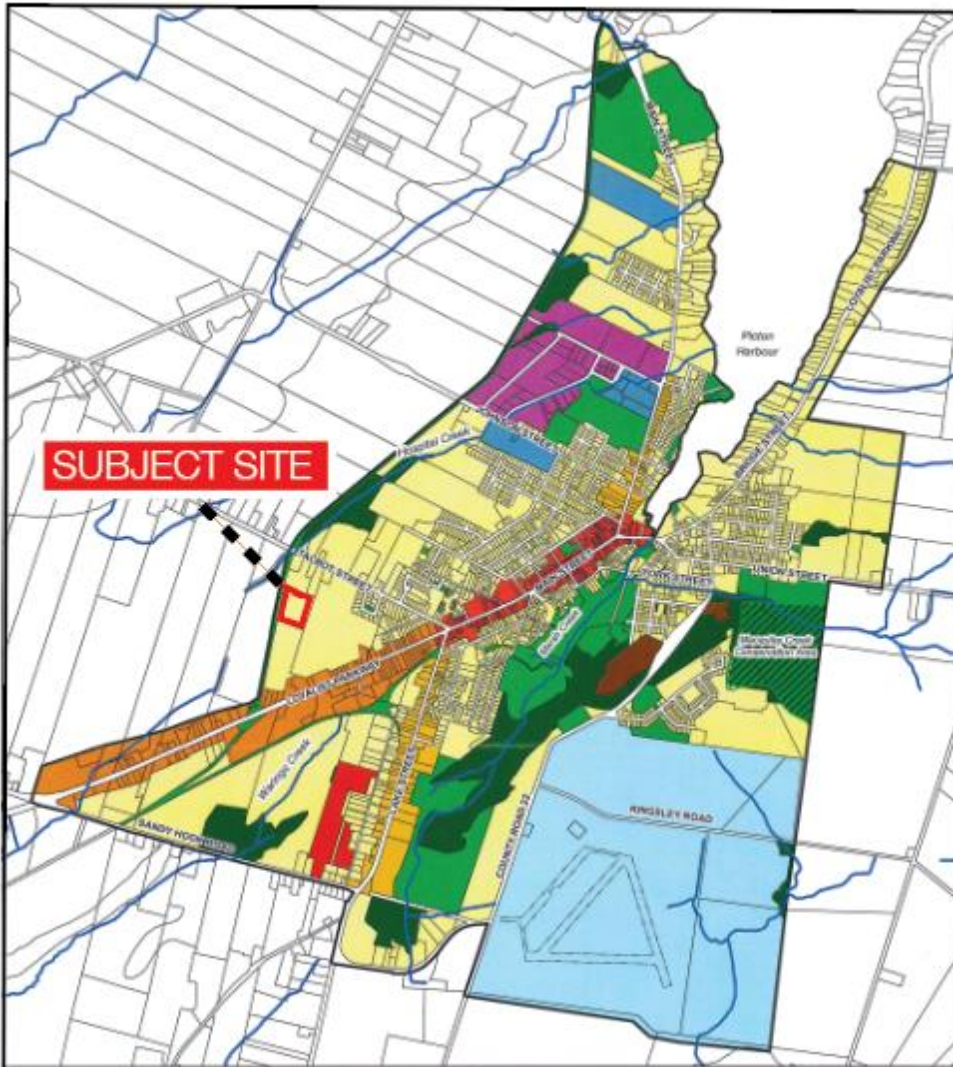


Figure 3: Land Use Designation – Yellow identifies the Town Residential Designation (Source: Schedule A - Secondary Plan Land Use Map)

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

- 1. Support a diverse range of housing types at a range of residential densities that meet the existing and future needs of the community.*
- 2. Encourage the creation of complete neighbourhoods that meet the everyday needs of residents and make the most of 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..*

*Section 2.4.2 Extension of Existing Neighbourhoods*

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

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.*

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

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.*

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

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

### Part Three: Community Facilities and Services

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. Traffic congestion on Main Street or Loyalist Parkway is an area of concern which impacts transportation connectivity through the downtown core. There are also significant opportunities to increase the modal split in transportation by facilitating active transportation modes, such as walking, cycling, wheelchair, rollerblading, skateboarding, and paddling/rowing.

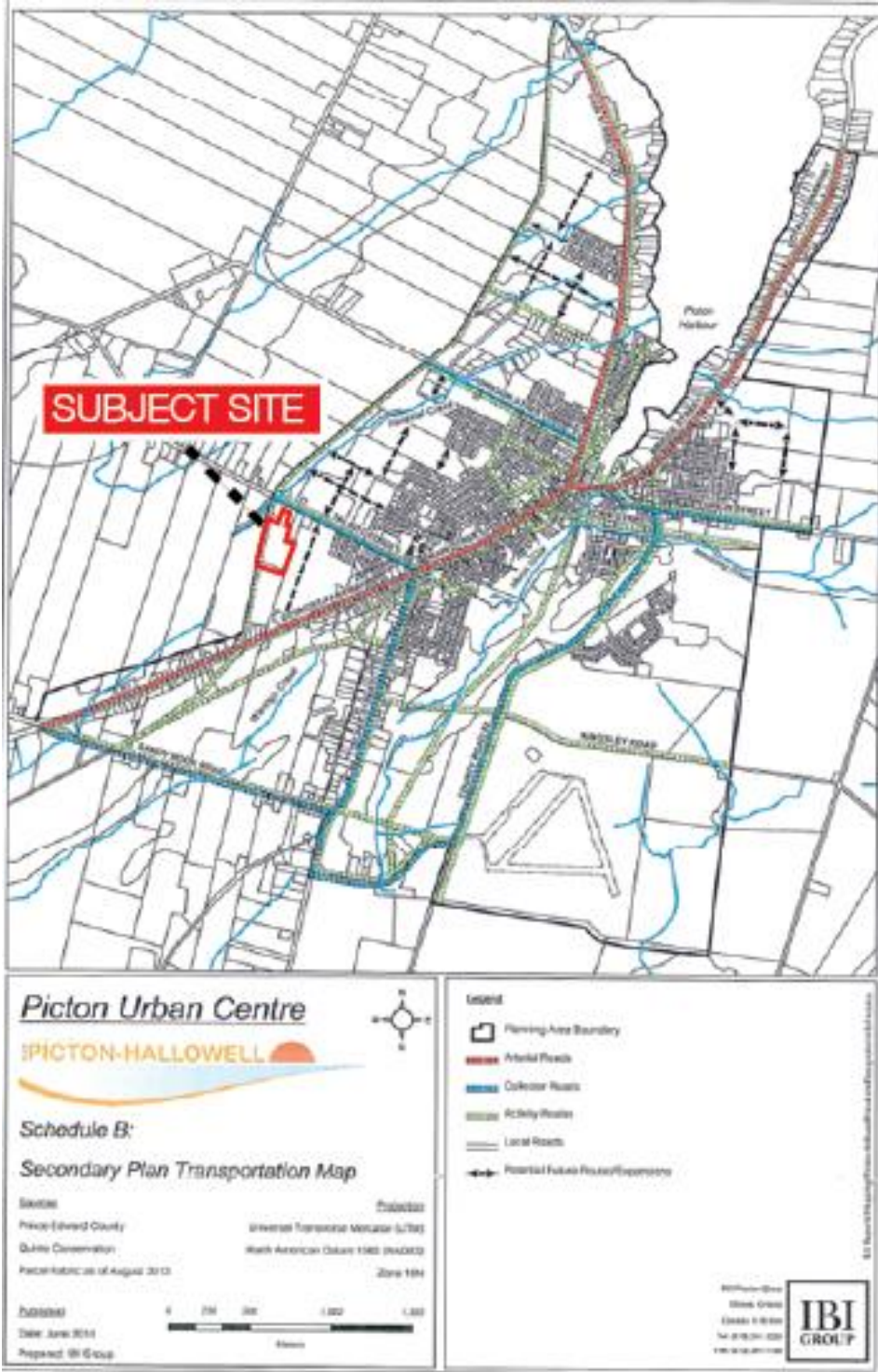


Figure 4: Transportation Plan (Source: Schedule B - Secondary Plan Transportation Map)

Section 3.1.2 of the Secondary Plan, Road Network Hierarchy, provides the following policies:

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

*Implementing Policies*

*Council shall:*

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

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

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

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

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

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

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

Section 3.1.4 of the Secondary Plan, Active Transportation System, provides the following relevant policies:

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

*Implementing Policies*

*Council shall:*

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

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

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

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

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

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

Section 3.2 of the Secondary Plan, Services and Utilities, provides the following relevant policies:

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

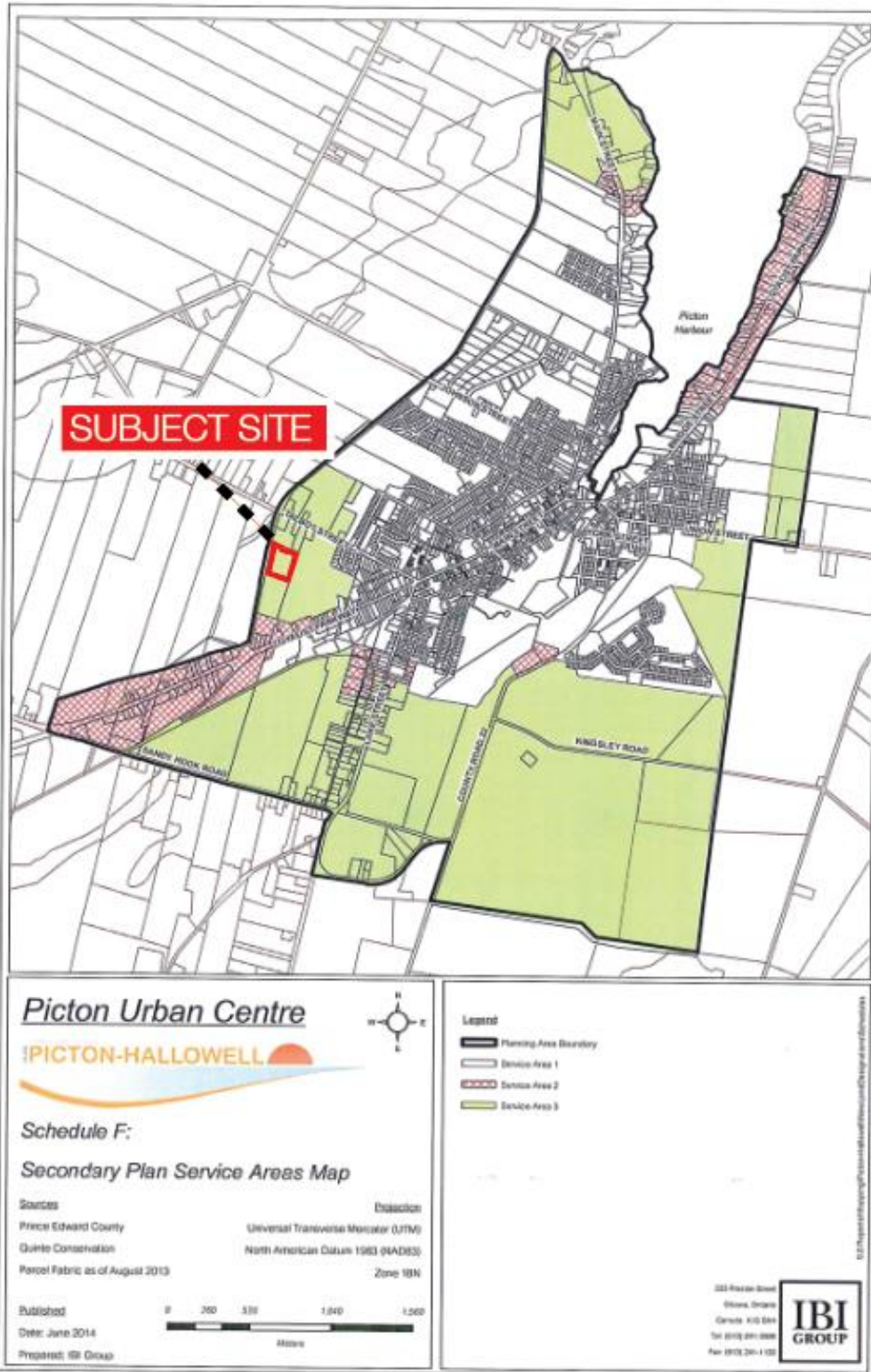


Figure 5: Service Areas (Source: Schedule F: Secondary Plan Service Area Map)

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

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

#### *Service Area 1*

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

#### *Service Area 2*

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

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

#### *Service Area 3*

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

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

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

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

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.

##### 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.*

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

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

*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.*

##### *Implementing Policies*

*Council shall:*

1. *Support green design initiatives to improve air quality in Picton-Hallowell, including:*
  - a) *Developing or expanding active transportation facilities inclusive of bicycle parking, bicycle racks, sidewalk connectivity, sidewalk curb ramps, etc.;*
  - b) *Planting trees to improve air quality and provide shade for pedestrians;*
  - c) *Using locally-sourced materials in construction to reduce transportation related emissions; and Locally-sourced materials will be use in construction where feasible.*
  - d) *Building compact, higher density developments that consume less land.*
2. *Support green design initiatives that reduce water use and improve water quality in Picton-Hallowell, including:*
  - a) *Exploring greater efficiencies in municipal water treatment and distribution;*

- b) Reducing demand for water use within buildings through the use of water-saving fixtures and appliances;*
  - c) Reducing demand for water for landscaping by using drought-tolerant plants, high efficiency irrigation technology, captured rainwater, or recycled site water;*
  - d) Installing rain barrels;*
  - e) Reducing the amount of stormwater runoff through design mechanisms such as site permeability; and*
  - f) Improving the quality of stormwater runoff by increasing on-site infiltration and eliminating contaminants.*
- 5. Support green design initiatives that reduce the need to drive, including:*
- a) Creating walkable streets to promote walking by providing continuous sidewalks on both sides of the street, supporting connectivity through the provision of a grid-like pattern of streets, and setting a maximum speed limit of 40 km/h on new residential only streets;*
  - b) Supporting carpooling through the provision of dedicated carpooling spaces; and*
  - c) Developing or expanding active transportation facilities inclusive of bicycle parking, bicycle racks, sidewalk connectivity, sidewalk curb ramps, etc.:*

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.*
- 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.*
- 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.*

*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.*

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.*
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.*
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.*
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.*

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.

Section 4.6.1 of the Secondary Plan, Parks and Open Space, provides the following relevant policies:

*Park and open space areas can define a community more than any other physical element. Park and open space areas support exercise, play, community interaction, and provide contact with nature. These areas contribute greatly to quality of life in Picton-Hallowell and portray it as a community that is healthy, green, and attractive to both residents and visitors. In the next twenty years, the population of Picton-Hallowell may increase by up to 1,230 permanent residents. By current County standards, an additional 1.2 hectares (3.0 acres) of parkland may be required. However, it is important to note that the provision of park and recreation facilities is not solely related to the provision of physical space – there also needs to be a diversity and equitable distribution of park and recreation facilities throughout the community. While the policies of this section provide direction regarding parks and open space, the policies of Section 2.9 – Park and Open Space Area, relate specifically to the land use and development of these lands. As such, the policies of this section are to be read in conjunction with those of Section 2.9 of this Plan.*

#### *Guiding Policies*

*It is the intent of this Plan to:*

- 1. Recognize park and open space lands as important contributors to the quality of place in Picton-Hallowell and as invaluable to the long-term health and well-being of its residents; and*
- 2. Work toward the creation of an interconnected network of park and open space lands linked by the active transportation system to surrounding neighbourhoods.*

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

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

Section 5.1.3.1 of the Secondary Plan, Draft Plan Approval (Subdivision/Condominium), provides the following relevant policies:

- 1. Consider subdivision control as the primary means of land division in Picton-Hallowell for the purposes of creating four or more lots.*
- 2. Ensure that no land in Picton-Hallowell is subdivided unless the County is satisfied that:*
  - a) The lots created are of an appropriate size, are not landlocked, and have adequate road frontage;*
  - b) All lots have access to a publicly road maintained on a year-round basis, although it is recognized that development within a plan of condominium may occur on private roads owned and maintained by a condominium corporation. All roads shall be constructed to County standard;*
  - c) Environmental resource features and functions are protected and preserved consistent with the Green Infrastructure and Environmental Management policies of this Plan (refer to Sections 4.6 and 4.7 of this Plan).*
  - d) The plan of subdivision or condominium is appropriately phased and will result in orderly development.*

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

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

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

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

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

#### Analysis

The proposed residential subdivision will accommodate 58 residential units on municipal services within the urban centre (settlement area) of the County. The development will feature a compact form and a mix of housing types which will result in a net density of approximately 25 units per hectare which meets the target provided in the secondary plan. Through providing a range of housing types and densities the development will assist the County in addressing identified housing concerns and help create attainable housing supply within the subdivision.

The development intends on applying thoughtful design to blend with and build on the adjacent residential developments in the community, and balance density while providing a high quality of lifestyle. A goal for the development will be to promote active transportation and pedestrian connectivity by way of the open space block providing access to Millennium Trail, and the planned sidewalks which will connect the development to the West Meadows development. The planned infrastructure (e.g., sidewalks) and pedestrian connections will help the development integrate into the larger community and promote active transportation.

The residential subdivision will represent efficient utilization of a largely vacant parcel within the urban boundary area, and studies prepared demonstrate that the lands are appropriate for the development with respect to servicing and stormwater management, traffic accommodation, and confirmed that there are no identified threats to public health and safety (e.g., site contamination).

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

## Current and Proposed Zoning

The subject site is zoned Rural RU1-57 in the County of Prince Edward Comprehensive Zoning By-law No. 1816-2006. The 'RU1-57' zone is a site-specific zone appropriate for a rural agricultural property. The RU1-57 zone provides site-specific provisions for minimum lot area and lot frontage, and restricts livestock related uses on the property to horses. The site-specific zoning for the property does not consider or permit a multi-residential development, nor is it in keeping with the intent for lands within the urban centre of Picton. Based on the above, a zoning by-law amendment is required, and appropriate, to permit the proposed residential development and address performance standards.

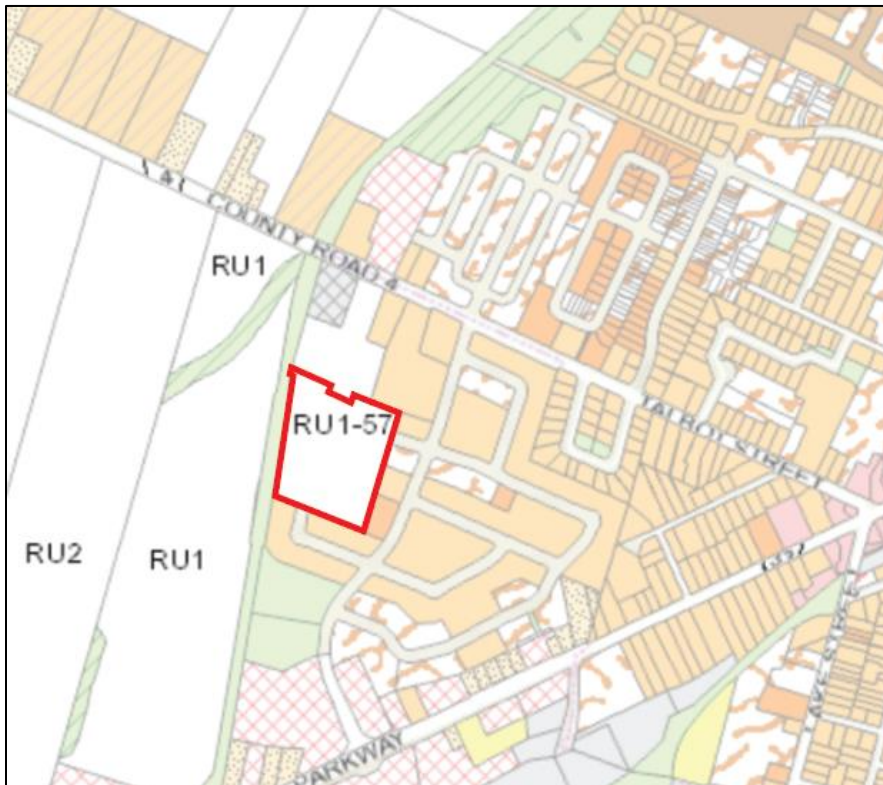


Figure 6: Current Zoning (Source: Prince Edward County Public GIS Viewer)

The blocks and lots within the plan of subdivision are to be zoned using special zones which are appropriate for the development. The zones are as follows:

- / Lots 1-15 – Special Urban Residential Type 1 (R1-XX)
- / Blocks 11-19 – Special Urban Residential Type 3 (R3-XX)

Zoning matrixes for each of the proposed special zones may be found within Appendix B to this report. The zoning matrixes consider the compliance of each component of the proposed development against the provisions of the R1 and R3 zones, as applicable. The proposed zoning schedule is provided within Figure 8 below.



Figure 7: Proposed Zoning Schedule (Source: Ainley)

#### Lots 1-15 (R1-XX)

Lots 1 through 15 are intended to be developed with single-detached dwellings. Lots 1-11 will front onto French Street, while lots 12-15 will front onto Griffin Street. The proposed development will meet most of the provisions of the Residential Type 1 (R1) zone with the exception of the minimum front yard setback and maximum lot coverage. The proposed site-specific provisions for the R1-XX zone are as follows:

- 1) Section 10.3.3 – Maximum front yard 7.5 metres  
Relief is required to permit a minimum front yard setback of 6 metres
- 2) Section 10.3.7 – Maximum lot coverage 35%  
Relief is required to permit a maximum lot coverage of 50%

The relief requested through the application is in keeping with the intent of the zoning by-law, and is consistent with adjacent development zone provisions, including the West Meadows and Talbot on the Trail subdivisions, for similar residential uses. Permitting increased lot coverage provides flexibility in design, and for the long term-use of a property while helping accommodate greater densities within the development.

#### Blocks 11-19 (R3-XX)

Blocks 11-19 are intended to be developed with townhome blocks which will be subdivided through part lot control, following final registration, into individual units. The intent of the requested zoning provisions is to provide one set of provisions which will apply to all blocks. The proposed site-specific provisions for the R3-XX zone are as follows:

- 1) Section 12.3.1 – Minimum lot area per townhouse dwelling unit 250 m<sup>2</sup>  
Relief is required to permit a minimum lot area of 160 m<sup>2</sup>

2) Section 12.3.3 – Minimum front yard 7.5 m

Relief is required to permit a minimum front yard of 5 m

3) Section 12.3.4 – Minimum exterior side yard 7.5 m

Relief is required to permit a minimum exterior side yard of 1.4 m

4) Section 12.3.5 – Minimum interior side yard per townhouse dwelling 0 m / 2.5 m

Relief is required to permit a minimum interior side yard per townhouse dwelling unit of 0 m / 1.5 m

5) Section 12.3.6 – Minimum rear yard 7.5 m

Relief is required to permit a minimum rear yard of 6 m

6) Section 12.3.7 – Maximum lot coverage 35%

Relief is required to permit a maximum lot coverage of 50%

While blocks 11-19 will require relief from several of the R3 zone provisions, the proposed townhouse blocks will be positioned with consideration for sight triangles and will be consistent with the density and building typology within the immediate and adjacent residential developments. The requested relief will help promote increased density and unit type within the development, and, where possible, landscaped buffering will be utilized to provide separation between private lots and the public sidewalk.

[It is our professional planning opinion that the proposed development meets the general intent of the zoning by-law.](#)

# 7.0 Conclusion

The applicant is seeking to develop the 3-hectare site with a residential subdivision, containing approximately fifteen (15) single detached homes, forty-three (43) townhome units, and an open space block providing access to Millennium Trail. At full build-out the development is slated to feature a total of fifty-eight (58) residential units within the subdivision. The development will integrate municipal roads and sidewalks which provide access and circulation through the site. The sidewalks within the development are slated to connect to the adjacent West Meadows development, and the proposed open-space block will provide access to Millennium Trail.

A zoning by-law amendment is proposed to rezone the subject site with appropriate site-specific zones to support the residential development. The proposed zones will establish appropriate performance standards which help the development achieve a density and mix of housing units which support the provision of attainable housing in the County. The proposed performance standards are typical for urban settings and will facilitate greater density while ensuring that the functional needs of residents are met.

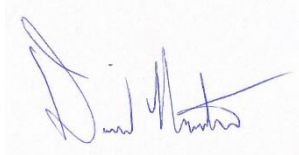
It is our professional opinion that the submitted zoning by-law amendment and draft plan of subdivision applications are consistent with the Provincial Policy Statement and conform to the policies of the County of Prince Edward Official Plan and Picton Hallowell Secondary Plan and meet the intent of the zoning by-law. The proposed development represents residential intensification of under-utilized lands within the urban centre which will result in the efficient use of land and resources, as well as infrastructure. The proposed development emphasizes pedestrian-oriented design and will help encourage active transportation through planned infrastructure and connections to the broader community. Further, it is our professional opinion that the proposed residential development and applications submitted represent good land use planning.

Should you require any additional information, please do not hesitate to contact the undersigned at 613.542.5454 x 222 or at [wood@fotenn.com](mailto:wood@fotenn.com).

Respectfully,



Jennifer Wood, MCIP RPP  
Associate  
Fotenn Planning + Design



Dave Nanton, MCIP RPP  
Senior Planner  
Fotenn Planning + Design

# Appendix A Zoning By-law Schedule

Zoning By-law No. 1816-2006, as amended, is hereby further amended as follows:



# Appendix B Zoning Tables

Lots 1-15 (R1-XX)

Urban Residential Type 1 (R1) Zone			
Provision	Requirement	Proposed	Compliance (yes/no)
Permitted Uses	- Single-detached dwelling	- Single-detached dwelling	Yes
Minimum Lot Area	460 m <sup>2</sup>	>460 m <sup>2</sup>	Yes
Minimum Lot Frontage	15.0 m	>15.0 m	Yes
Minimum Front Yard	7.5 m	6.0 m	No
Minimum Exterior Side Yard	7.5 m	N/A	Yes
Minimum Interior Side Yard	1.2 m plus 0.6 m (2 ft.) for each partial or additional storey above the first	1.2 m plus 0.6 m for each partial or additional storey above the first	Yes
Minimum Rear Yard	7.5 m	>7.5 m	Yes
Maximum Lot Coverage	35%	50%	No
Minimum Landscaped Open Space	30%	>30%	Yes
Maximum Height of Buildings	10.0 m	<10.0 m	Yes
Maximum Number of Dwelling Units per Lot	2	1	Yes
Minimum Floor Area	75 m <sup>2</sup>	>75 m <sup>2</sup>	Yes
Parking (Section 5)	Single-detached = 2 spaces per dwelling unit  Minimum area = 16.7 m <sup>2</sup> Minimum width = 2.7 m	2 per unit  Meets dimension requirements	Yes

Blocks 11-19 (R3-XX)

Residential Type Three (R3)			
Provision	Requirement	Proposal	Compliance (yes/no)
Permitted Uses	Townhouse Dwelling	Townhouse dwelling	Yes
Minimum Lot Area	250 m <sup>2</sup>	160 m <sup>2</sup>	No
Minimum Lot Frontage	7m per unit which front onto a public street	7 m	Yes
Minimum Front Yard	7.5 m	5 m	No
Minimum Interior Side Yard	0 m on attached side 2,5 m on the other side	0 m and 1.5 m	No
Minimum Exterior Side Yard	7.5 m	1.4 m	No

Minimum Rear Yard	7.5 m	6 m	No
Maximum Lot Coverage	35%	50%	No
Minimum Landscaped Open Space	35%	>35%	Yes
Maximum Height of Buildings	15 m	< 15 m	Yes
Parking (Section 5)	Townhouse Unit = 1.5 spaces per dwelling unit  Minimum area = 16.7 m <sup>2</sup> Minimum width = 2.7 m	2 per unit  Meets dimension requirements	Yes

## APPENDIX C

# PROPOSED ZONING BY-LAW AMENDMENT(S)

R1-XX Zone (175 County Road 4, Lots 1-11, Concession 3 Military Tract, Ward of Hallowell)

Notwithstanding the provisions of By-law No. 1816-2006, as amended, to the contrary, on the lands zoned R1-XX, the following provisions shall apply:

- |     |                      |     |
|-----|----------------------|-----|
| i.  | Minimum Front Yard   | 6 m |
| ii. | Maximum Lot Coverage | 50% |

All other provisions of the R1 Zone and By-law No.1816-2006, as amended, shall apply to the lands zoned R1-XX. In the event of a conflict between zone categories the stricter provision shall apply.

R3-XX Zone (175 County Road 4, Blocks 11-21, Concession 3 Military Tract, Ward of Hallowell)

Notwithstanding the provisions of By-law No. 1816-2006, as amended, to the contrary, on the lands zoned RU1-XXX, the following provisions shall apply:

- |      |                                                          |                    |
|------|----------------------------------------------------------|--------------------|
| i.   | Minimum Lot Area                                         | 160 m <sup>2</sup> |
| ii.  | Minimum Front Yard                                       | 5 m                |
| iii. | Minimum Exterior Side Yard                               | 1.4 m              |
| iv.  | Minimum Interior Side Yard for a Townhouse Dwelling Unit | 0 m / 1.5 m        |
| v.   | Minimum Rear Yard                                        | 6 m                |
| vi.  | Maximum Lot Coverage                                     | 50%                |

All other provisions of the R3 Zone and By-law No.1816-2006, as amended, shall apply to the lands zoned R3-XX. In the event of a conflict between zone categories the stricter provision shall apply.