

Updated Planning Justification Report – Tulip Estates

12697 Loyalist Parkway Prince Edward County

Draft Plan of Subdivision & Zoning By-law Amendment

PEC FILE NOS. 13-T-19 & Z58-19

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1 Introduction

On behalf of Hilden Homes, Arcadis IBI Group submitted applications for Draft Plan of Subdivision and Zoning By-law Amendment for lands located at 12697 Loyalist Parkway in the Settlement Area of Picton-Hallowell. The applications were deemed “complete” by the municipality on January 15, 2021. The subject property is legally described as Part of Lots 19 and 20, Concession 1 South East of Carrying Place, Part of Lots 1080 and 1081 on Plan 24, and more particularly described as Parts 3, 4, 5 & 6 on Plan 47R-4919, all in the geographic township of Hallowell and within the County of Prince Edward.

The subject property is vacant and located at the north-eastern limit of the Settlement Area of Picton-Hallowell. The subject property has frontage along Loyalist Parkway and Owen Street. The subject property has an area of approximately 22 hectares (54.36 acres) with 20.1 metres (65.9 feet) of frontage on Loyalist Parkway, and 20.1 metres (65.9 feet) of frontage on the northern terminus of Owen Street. The owner also owns lands that front onto John Street.

The subject applications were filed in August 2019 and consolidated comments were provided by the municipality in December 2019 and again April 2021. Based on these comments and subsequent discussions, the proponent has revised the proposal and provided addition detail in support of the applications. This includes a revised Draft Plan, supporting engineering plans and technical studies. This updated Planning Justification Report is provided in support of the subject resubmission package.

This Updated Planning Justification Report provides a detailed analysis of the public policies and regulations and demonstrates the planning rationale for municipal support of the proposed development, specifically a Draft Plan of Subdivision and implementing Zoning By-law Amendment. This report will evaluate the appropriateness of the proposed development and the requested amendments based on the applicable policy and regulatory environment including consistency with the Provincial Policy Statement, and conformity to the 2006 and 2021 County of Prince Edward Official Plan, the Picton Urban Centre Secondary Plan and the County of Prince Edward Comprehensive Zoning By-law 1816-2006, as amended.

The subject property is designated as “Urban Centre” in the County of Prince Edward Official Plan and “Town Residential Area” and “Environmental Protection Area” in the Picton Urban Centre Secondary Plan. The subject property is zoned “Special Urban Residential Type 3-Holding (R3-30-H) Zone”, “Special Institutional Holding (I-28-H) Zone”, “Open Space (OS) Zone” and “Future Development (FD) Zone” in accordance with the County of Prince Edward Comprehensive Zoning By-law 1816-2006, as amended.



Figure 1: Air Photo of Subject Property (Source: Prince Edward County Public GIS Viewer)

2 Pre-consultation and Required Studies

A Pre-Consultation Meeting was held with County Staff on April 25, 2019, to introduce the proposed development and to confirm the municipal requirements of determining a “complete application” for the Draft Plan of Subdivision and Zoning By-law Amendment applications.

The following studies were identified as being required by County Staff for the Draft Plan of Subdivision and Zoning By-law Amendment applications to be considered a “complete application”:

- Planning Justification Report
- Draft Plan of Subdivision
- Functional Servicing Brief
- Stormwater Management Report
- Phase 1 ESA
- Hydrogeological Report
- Environmental Impact Study
- Stage 1&2 Archaeological Assessment
- Geotechnical Study
- Traffic Impact Study

The above noted studies were submitted together with the appropriate application forms and fees in support of the applications for Draft Plan of Subdivision and Zoning By-law Amendment August 16, 2019. The first round of technical comments was received December 4, 2019 and a formal response was submitted December 16, 2020. The application was deemed complete January 15, 2021.

Additional meetings were held with County Staff to discuss the proposed development and confirm the submission requirements. The above noted studies have been updated to reflect the revised Draft Plan and are included in this resubmission.

2.1 Application Timeline

The following is a summary of meetings and milestones in the application process. It is noted that additional email correspondence and follow up occurred with County Staff to confirm the information needed to schedule a public meeting.

Table 1: Application/Meeting Timeline

DATE	SUBMITTED/RECEIVED
2019-04-25	Pre-Consultation meeting with PEC
2019-08-16	Application for DPS & ZBA submitted to PEC
2019-12-04	Notice of Complete Application Letter with 1 st Technical Comments received from PEC
2020-12-16	1 st Response Submission submitted to PEC
2021-01-15	Notice of Complete Application for August 2019 Submission & December 2020 Submission received from PEC
2021-02-10	Draft Official Plan Response Letter submitted to PEC
2021-03-01	Digital Transfer Agreement Completed
2021-04-19	Peer Review Cover Letter received from PEC with 2 nd Technical Comments
2021-05-12	Meeting with PEC to discuss technical comments
2021-11-19	Preliminary 2 nd Response submitted to PEC requesting scheduling of Public Meeting

2022-02-16	Meeting with PEC to discuss technical comments
2022-02-23	Meeting with PEC to discuss civil engineering comments
2022-04-14	Meeting with PEC to discuss transportation comments
2022-05-13	Meeting with PEC to discuss planning comments
2023-02-08	2 nd Response Submission submitted to PEC

3 Subject Property Overview and Context

3.1 Location and Site Conditions

The subject property is located at the north-eastern limit of the Settlement Area of Picton-Hallowell on the west side of Loyalist Parkway. The subject property is located within an area that has been planned for residential development through the “Town Residential Area” designation and the “Future Development (FD) Zone”. The existing development pattern of the area is largely characterized by single detached dwellings.

The subject property has frontage on both Loyalist Parkway and Owen Street. Loyalist Parkway from the subject property southerly to Cold Storage Road is owned by the County of Prince Edward. This segment of Loyalist Parkway is considered by the Ministry of Transportation (MTO) to be a “connecting link” as it connects the Glenora Ferry Terminal to Downtown Picton. Loyalist Parkway is identified as an “Arterial Road” and Owen Street is designated as a “Local Road” within the Picton Urban Centre Secondary Plan.

The subject property is located within proximity to many amenities that serve the local community. These would include but are not limited to: St. Gregory Church, St. Gregory Catholic School, Service Ontario and Service Canada Centre at the Picton Courthouse, Thornes Variety, Macaulay Park and the Prince Edward Family Health Team Clinic (PEC Innovation Centre). These are generally located within walking distance of the subject lands.

The subject property is vacant and the topography slopes steeply to the north. The subject lands rise from approximately 89.92 metres above sea level at Loyalist Parkway to approximately 118.36 metres above sea level at the top of the ridge. This represents a change in grade of approximately 28.44 metres. The property is predominately covered with scrub vegetation and there are a few trees located toward the south and eastern lot lines. The specific details are addressed within the Environmental Impact Assessment report by Ecological Services.

3.2 Surrounding Land Uses

The subject property is located at the north-western boundary of the Settlement Area of Picton-Hallowell on the west side of Loyalist Parkway. The following lands uses are located adjacent to the subject property:

North: The area north of the subject property is predominately characterized by single detached dwellings located along Loyalist Parkway. The parcel located immediately north of the subject lands is currently vacant. However, it is our understanding that the owner of this parcel intends on constructing a single detached dwelling on this property.

South: The area south of the subject property is comprised of existing single detached dwellings. The recently constructed Pine Ridge Subdivision abuts the south-western portion of the subject lands.

East: The parcel located immediately east of the subject property is currently vacant. This parcel is intended to be developed for residential uses as per the Town Residential Area designation of the Picton Urban Centre Secondary Plan. Road connections to the east have been provided in the development proposal.

West: Single detached dwellings are located immediately west of the subject property. Picton Bay is located further to the west of the subject property.

3.3 Subject Property Redevelopment History

There is a history of redevelopment proposals on the subject property. The previous owner (David Clegg Holdings Ltd.) submitted a Draft Plan of Subdivision Application and Zoning By-law Amendment Application (County File Nos. 13T-10-501- Z18-10) in 2010. Following the municipal approvals in 2011, this development as proposed did not proceed. Hilden Homes secured ownership of the property in 2017. The key differences between the Hilden Homes development proposal and the previous development proposal by David Clegg Holdings Ltd. are outlined in Table 1.

Table 2: Comparison of Previous Proposals to Updated Proposal

PROVISION	2010 DPS DAVID CLEGG HOLDINGS LTD.	2019 DPS HILDEN HOMES (INITIAL)	2023 DPS HILDEN HOMES (UPDATED)
Built Form	Townhouse Bungalows 4 Storey Apartment	Single-detached, Semi-detached, Townhouse dwellings and Apartment units	Single-detached, Semi-detached and Townhouse dwellings
Number of Units	23 townhouse units 110 apartment units/beds	302 min – 508 max	199 min – 352 max
Density (du/net ha)	Unknown for entire property	21.6 min – 37 max	16.6 min – 27.2 max

3.3.1 David Clegg Holdings Ltd. Proposal – 2010

The 2010 Draft Plan of Subdivision prepared by RFA Planning Consultant on behalf of David Clegg Holdings Ltd. was proposed for the 8.4-hectare (20.8 acres) northern portion of the subject lands and was comprised of seven (7) blocks for seniors housing and a new public street. The proposed development included four townhouse blocks comprised of twenty-three (23) townhouse units and a four-storey retirement/nursing home comprised of one hundred and ten (110) residential units/bedrooms. Blocks 1 through 4 ranged in size from 2,243 square metres (24,144 ft²) to 2,329 square metres (25,070 ft²) and were proposed to include a total of 23 residential bungalow townhouse units. Block 5 was proposed to accommodate a four-storey retirement/nursing home with a total of 110 residential units/beds. In addition to the townhouse houses and retirement home, a large stormwater detention area (Block 6) was proposed in the north-western corner of the property and a park block (Block 7) was proposed in the north-eastern corner of the property. The proposed development was to be accessed by a new internal street intersecting with Loyalist Parkway within a 20 metre (66 feet) road allowance. The Draft Plan of Subdivision for the previous proposal is provided in Figure 2 for reference.

Technical information submitted in support of this application examined water and sanitary servicing requirements, archaeological constraints, stormwater flows and traffic impacts. The Planning Staff Report, dated April 20, 2011, prepared in support of the applications concluded that the applications were consistent with the Provincial Policy Statement and conformed to the policies of the Picton-Hallowell Urban Area Secondary Plan. Council approved the Zoning By-law

Amendment Application and granted draft approval for the Draft Plan of Subdivision Application on May 10, 2011.

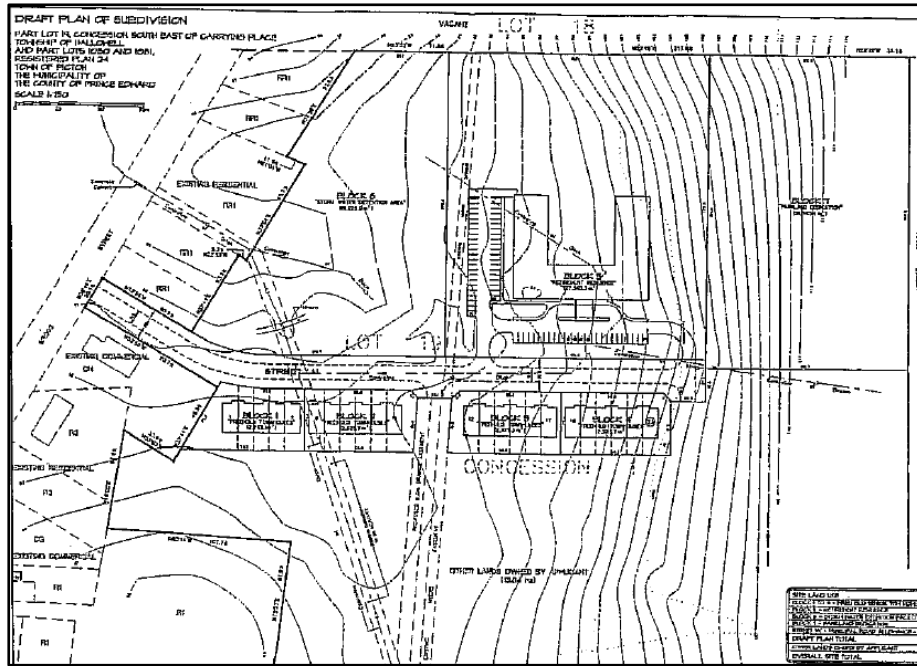


Figure 2 Previous Draft Plan of Subdivision, prepared by RFA Planning Consultant, February 11, 2010

3.3.2 Hilden Homes Proposal – 2019 onwards

The Hilden Homes proposal is to develop the subject property as a residential development comprised of a range and mix of housing types and densities (single detached, semi-detached and townhouse dwellings). The applicant’s proposal will provide for a greater mix of housing types than did the 2010 proposal to meet the housing needs of a broad and diverse segment of the housing market rather than just higher density housing oriented to seniors. The Hilden Homes proposal includes a parkland block as well as active transportation connections. The original plan was submitted to the County in August 2019. A revised plan was submitted to the County in November 2021 and again in February 2023. The key changes to the plan include a reduction in the draft plan area, relocating the parkland blocks, reconfiguring the stormwater management block, re-alignment of the streets, and reduction in residential density. These updates are discussed in greater detail in Section 4 of this report.

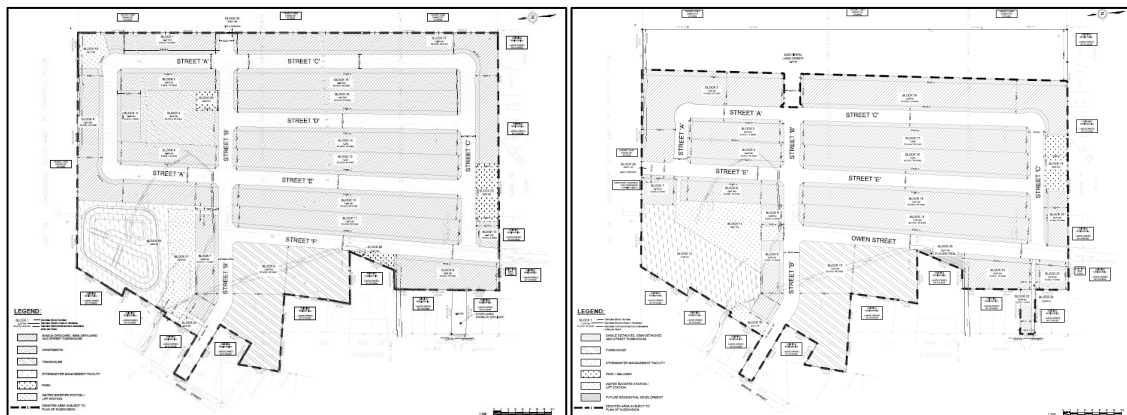


Figure 3: Draft Plan of Subdivision, prepared by IBI Group, August 2019 and the updated plan, prepared by Arcadis IBI Group, January 2023

4 Proposed Development – 2023

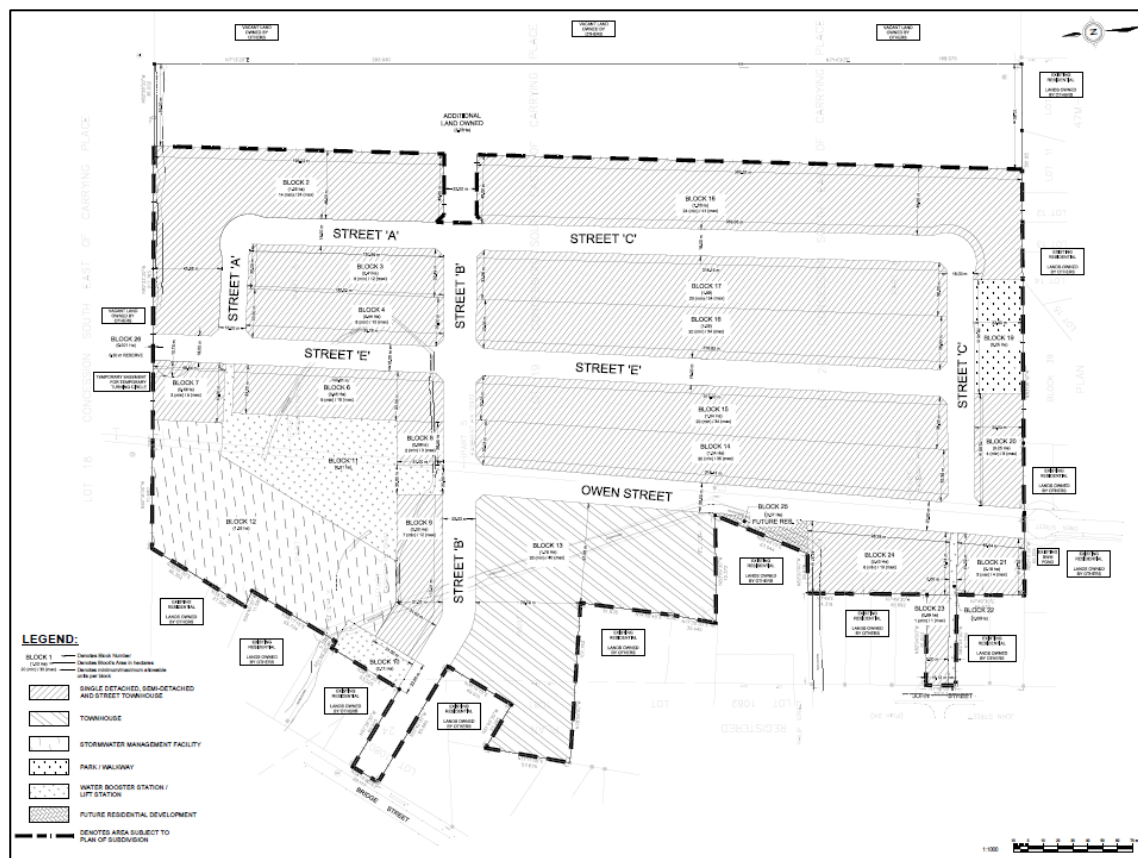


Figure 4 Draft Plan of Subdivision prepared by Arcadis IBI Group, January 2023

4.1 Updates to the Draft Plan of Subdivision 2019 – 2023

The original plan for the proposed Hilden Homes subdivision was submitted to the County in August 2019. A revised plan was submitted to the County in November 2021. The following is a summary of updates to the Draft Plan of Subdivision.

1. Draft Plan boundary changed

- The east boundary of the proposed draft plan has been moved approximately 55 to 70 m west, eliminating Street 'D' from the previous Draft Plan.
- Shifting of the eastern development edge provides for development grades to better tie into the land to the east and north of the development mitigating elevation discrepancies along the development boundaries.
- The lands owned by the owner on John Street have been included in the Draft Plan Boundary per the request of the County.
- The overall density of the proposed development is reduced as a result of the boundary change and will reduce the Peak Hour Demand.

2. Parkland reconfigured/relocated

- The park block was expanded to include additional road frontage on Street 'B' and an active transportation connection to Street 'A'.

- The second park block was shifted west to provide a better mid-block connection to adjacent open space.
 - A pathway connection was included to the east to provide an active transportation connection to John Street.
- 3. Stormwater Management Block reconfigured**
- Stormwater Management Block was reconfigured to improve overall site circulation and better integration with the proposed park and residential units.
- 4. Apartment Block removed**
- Apartment block was removed from the plan to accommodate servicing constraints (flow restrictions) for the development.
 - Flows on the site are 85L/sec which when taking into considering flow demands for rest of the development is likely not sufficient to service a high-density apartment block.
 - Removal of the apartment block allowed for better grade tie ins and a re-aligned road network.
- 5. Road network realigned**
- Street 'D' was extended to create a more consistent grid pattern road network.
 - Road network realigned to accommodate reduction in area of the draft plan and increase the efficiency of grading.

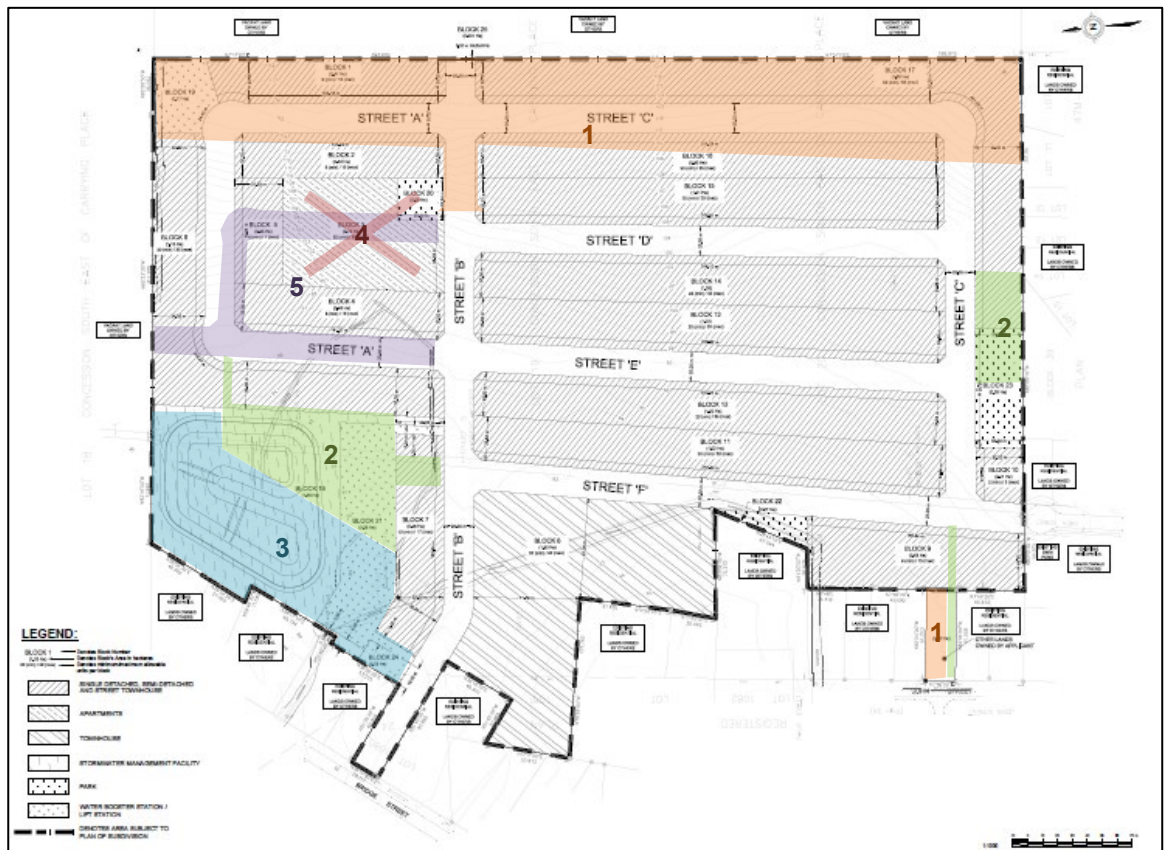


Figure 5 Highlighted updates to the Draft Plan of Subdivision overlaid on the August 2019 Draft Plan (source: Arcadis IBI Group)

4.2 Development Summary

The proposed Draft Plan has been designed to appropriately address the municipal requirements as outlined in the Planning Act, the municipal planning policies and regulations, and those matters discussed at the Pre-submission Consultation Meeting. The proposed Draft Plan of Subdivision and implementing Zoning By-law Amendment are intended to provide for:

- the orderly residential development of an undeveloped parcel in the Urban Boundary;
- the extension of existing municipal streets and creation of new municipal street together with appropriate municipal infrastructure;
- the creation of residential units; and
- the conveyance of parkland, water and stormwater management facilities to the municipality.

As illustrated on the Draft Plan of Subdivision, Table 2 identifies the various land uses for each block and proposed number of units.

Table 3: Land Uses and Number of Units per Block

BLOCK NUMBER	LAND USE	NUMBER OF UNITS
1, 2, 3, 4, 6, 7, 8, 9, 14, 15, 16, 17, 18, 20, 21, 23 & 24	Single Detached Semi Detached Street Fronting Townhouse	169 min – 285 max
13	Townhouse	30 min – 40 max
TOTAL NUMBER OF UNITS		199 min – 325 max
12	Stormwater Management Facility	N/A
11, 19	Park	N/A
10	Water Booster Station	N/A
25	0.3 Metre Reserve	N/A
22	Area of Roads Walkway	N/A

4.2.1 Residential Blocks

The Draft Plan of Subdivision has been designed to include “Lot-less Block”, which will address the desire of the owner to provide greater flexibility to market demands over multiple phases of the development. This approach identifies a minimum and maximum density for each block based on the zoning regulations in effect. Prior to final approval and detailed engineering being undertaken, the land owner will determine the form and density proposed for each block within the phase of the Plan to be registered, in accordance with the applicable zoning. The proposed M-Plan for each phase would be designed and the detailed engineering would be based upon a lot fabric that would provide certainty as to the type of residential unit and the number of units within the block.

The Draft Plan of Subdivision provides for three (3) different ranges of residential densities within the blocks as shown on the plan, as follows:

- Blocks that could be developed for single detached, semi-detached or street fronting townhouse residential; and

- Blocks only for townhouse residential.

For the blocks that could provide for the mix of residential uses, the minimum and the maximum has been based on the premise that the minimum on a block is based on the lowest density building form (i.e. single-detached dwellings), and the maximum on a block is based on the highest density building form (i.e. townhouse dwellings). However, the lot-less blocks approach will support provision of a variety of unit types within each phase and block as it is anticipated that at the time of registration the developer will determine the market needs and provide for a mix of residential types not exceeding the maximum or being less than the minimum.

In order to determine the theoretical minimums and maximums for each block, the proponent used the proposed site-specific R3-X zoning, relying on the proposed frontage requirements to determine how many lots of each dwelling unit type would fit into a respective block. The formal layouts for each block will be created at the time of Final Plan approval and will be based on the mix of units selected by the developer at that time.

Table 3 identifies the possible mix of housing types that could be accommodated in each block.

Table 4: Proposed Draft Plan of Subdivision and Land Use Schedule

BLOCKS	LAND USE	NET AREA (HA)	MIN UNITS	MAX UNITS	DENSITY (DU/NET HA)
1, 2, 3, 4, 6, 7, 8, 9, 14, 15, 16, 17, 18, 20, 21, 23 & 24	Single Detached Semi-Detached Street Fronting Townhouse	10.17	169	285	16.6 min – 28.0 max
13	Townhouse	1.789	30	40	16.7 min – 22.4 max
All Residential	Residential	11.959	199	325	16.6 min – 27.2 max

4.2.2 Street Network Design

Through the discussions at the Pre- Consultation Meeting, it was understood that it is the desire of the municipality for the road network to be designed in a grid pattern. The proposed Draft Plan of Subdivision has been designed as a grid pattern, including providing a connection to Owen Street to the south, a new road to access Bridge Street, and for a future street to access lands to the west and north in the long-term.

The proposed road network includes minor “eyebrow” to the curves. This approach has been utilized across Ontario to address the 90-degree curve of a roadway for safety reasons to provide sufficient spacing of driveways around the curve of the street.

All roads will be constructed, and the streetscape designed to municipal standards, with the detailed design to be provided within reports and plans submitted in fulfillment of future condition of Draft Plan approval. Sample cross-sections of the proposed road types were created (Figures 6, 7 and 8), and are described as follows:

Collector Streets: Street “B” will serve as the east-west collector street for the proposed subdivision, with access to existing Bridge Street at the west end, and potential access connection for future development of the lands to the east. Street “B” is proposed as a 22 m right of way.

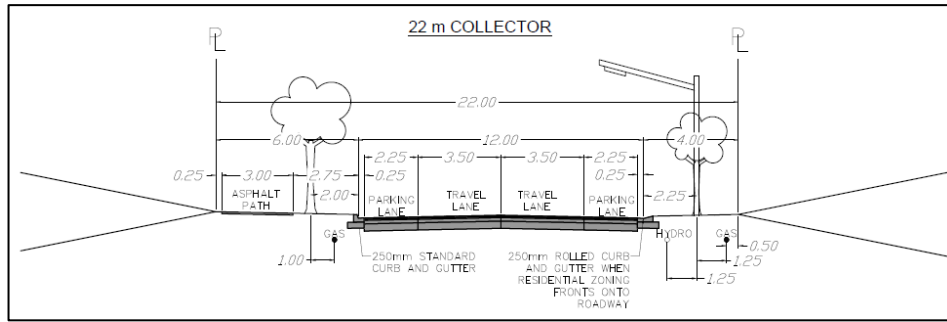


Figure 6 22m Collector Sample Cross Section (source: Arcadis IBI Group FSR)

Owen Street: Owen Street is proposed to be extended north into the subdivision and will connect to Street “B”. The existing section of Owen Street is within a 20 m right of way. The extension of Owen Street is proposed to remain consistent with a 20 m right of way.

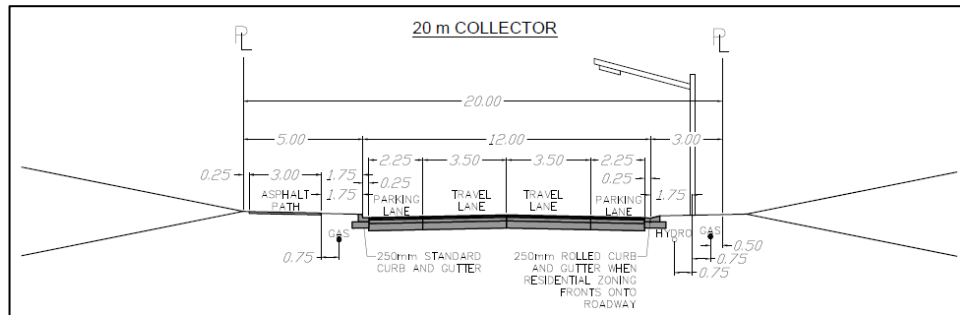


Figure 7 20 m Collector Sample Cross Section (source: Arcadis IBI Group FSR)

Local Streets: The remaining streets in the subdivision development are proposed to be local streets (Street “A”, Street “C”, and Street “E”). The local streets are proposed with an 18 m right of way.

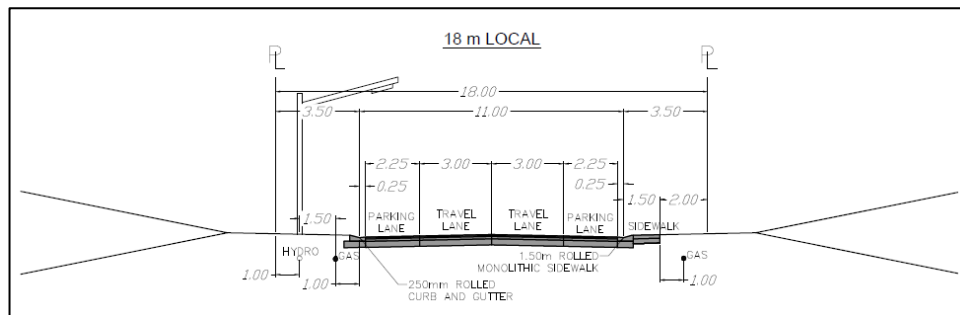


Figure 8 18 m Local Street Sample Cross Section (source: Arcadis IBI Group FSR)

4.2.3 Servicing

The subdivision will be serviced by municipal water, sanitary and stormwater infrastructure. In addition, the buried services within the new municipal rights-of-way, a stormwater pond is proposed in Block 12 and a water booster station/lift station is proposed in Block 10 both of which are intended to be converted to the municipality. Additional details on the servicing design are provided in the Functional Servicing Report accompanying this submission.

The proposed development provides for upgrading services on Bridge Street. There are other properties on Bridge Street that would benefit from the proposed upgrades to water service. Given

that in our opinion the proposed servicing of the development will benefit other properties it is our opinion that a cost-sharing agreement should be considered for the proposed works with these benefiting properties in coordination with the municipality

4.2.4 Parkland

The Draft Plan has a total area of 18.37 hectares. The Planning Act provides the municipality the opportunity to require 5% of the land area to be dedicated for public park purposes. Based upon the land area, the required park dedication is 0.92 hectares. The Draft Plan proposes the dedication of 1.06 hectares of parkland, with the primary parkland space in Block 11. This area is accessed from Street ‘B’ with a secondary access from Street ‘A’ and provides 0.81 hectares of land. There is a second park space in Block 19 abutting the subject lands to the south, enabling public access to a previously inaccessible area intended for public use. This area is accessed from Street ‘C’ and provides 0.25 hectares of land. The dedication of parkland would be a condition of draft plan approval.

The provision of two larger park spaces rather than multiple small park spaces is understood to be preferred as it provides increased flexibility for programming and is more efficient for upkeep and maintenance. This is supported by the fact that the proposed park spaces are within a reasonable walking distance of all proposed residential blocks within the subdivision (200 m). The proposed park blocks are suitable for recreational purposes and free from constraints. As indicated in the accompanying grading plan all areas of the parkland blocks will have slopes less than 5%. In addition, the proposed pathways into the proposed park blocks will meet AODA requirements.

4.2.5 Phasing

Figure 9 and Table 5 outline the proposed phasing plan. The plan includes 4 phases. The proposed approach addresses the municipality’s request to understand the potential phasing and provides flexibility in order to respond to future market demands. The proposed phasing is shown based on the best available information available at the time of the application, though it is intended that phasing could change without formal modification of the Plan, understanding that phasing must take into consideration temporary road terminations and servicing connections.

Table 5 Phasing

PHASE	BLOCKS
1	8, 9, 10, 11, 12, 13, 14, 21, 23, 24, 25
2	14, 15, 18, 19, 20
3	2, 3, 4, 6, 7
4	16, 17

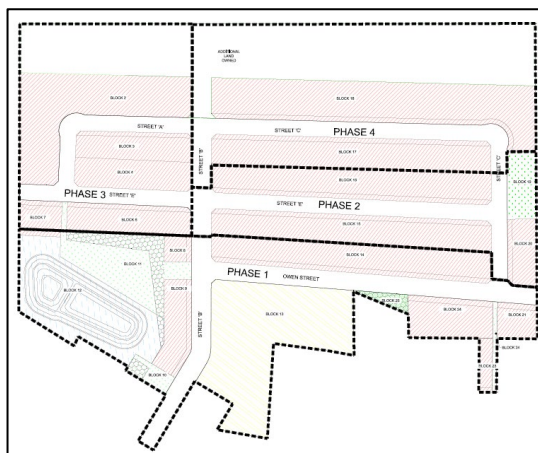


Figure 9 Phasing Plan (source: Arcadis IBI Group)

4.3 Application Summary

4.3.1 Zoning By-law Amendment

The County of Prince Edward Zoning By-law 1816-2006, as amended, places the lands in a “Special Urban Residential Type 3 Holding (R3-30-H) Zone”, “Special Institutional Holding (I-28) Zone”, “Future Development (FD) Zone” and “Open Space (OS) Zone”. The current zoning of the site is reflective of the previous 2011 development proposal for the subject lands. The current development proposal requires the zoning to be amended to two unique “Special Urban Residential Type 3 (R3-XX) Zones” and to “Open Space (OS)”.

4.3.2 Plan of Subdivision

In accordance with the Planning Act, a Draft Plan of Subdivision application is submitted to provide for the extension of existing municipal roads, the creation of new municipal roads, public park spaces, municipal infrastructure blocks, and the creation of residential blocks. The Draft Plan provides for the following Blocks and land Uses:

Table 6: Land Uses and Number of Units per Block

BLOCK NUMBER	LAND USE	NUMBER OF UNITS
1, 2, 3, 4, 6, 7, 8, 9, 14, 15, 16, 17, 18, 20, 21, 23 & 24	Single Detached Semi Detached Street Fronting Townhouse	169 min – 285 max
13	Townhouse	30 min – 40 max
TOTAL NUMBER OF UNITS		199 min – 325 max
12	Stormwater Management Facility	N/A
11, 19	Park	N/A
10	Water Booster Station	N/A
25	0.3 Metre Reserve	N/A
22	Area of Roads Walkway	N/A

5 Reports Submitted

A number of technical reports have been prepared in support of the subject applications for Draft Plan of Subdivision and Zoning By-law Amendment. The following reports were submitted as part of the first submission which was deemed complete January 15, 2021.

1. Servicing Brief, August 19, 2019, IBI Group (updated)
2. Functional Stormwater Management Design Brief, August 13, 2019, IBI Group (updated)
3. Traffic Impact Study, June 2019, Crozier Consulting Engineers (updated)
4. Environmental Site Assessment – Phase 1, August 2019, Malroz Engineering Inc.
5. Environmental Impact Assessment, July 25, 2019, Ecological Services
6. Geotechnical Report & Hydrogeological Investigation, June 16, 2019, Malroz Engineering Inc.
7. Stage 1&2 Archaeological Assessment, July 27, 2018, Abacus Archaeological Services
8. Planning Justification Report, August 19, 2019, IBI Group (updated)

The following updated reports are accompanying this submission:

5.1 Functional Servicing Report

Arcadis IBI Group prepared a Functional Servicing Report, dated January 30, 2023. The purpose of the report is to illustrate the functional servicing requirements and outline the preliminary municipal servicing design. The report includes an assessment of the following:

- Water Distribution System
- Wastewater Collection System
- Municipal Right of Ways
- Shallow Utilities
- Development Phasing

The following are included as appendices to the report:

- Drawings & Figures
- Water Distribution
- Sanitary Sewer Design Sheet
- Sewage Pumping Station
- Stormwater Management Report

For detailed conclusions please refer to the accompanying report.

5.2 Traffic Impact Study Addendum

Crozier Consulting Engineers prepared a Traffic Impact Study Addendum dated January 11, 2023. The addendum addresses the comments provided by MTO on March 16, 2021, and the peer review conducted by Paradigm Traffic Inc. on behalf of PEC.

- Crozier Consulting Engineers prepared a Functional Design for Site Access dated October 3, 2022

6 Policy Analysis

6.1 Planning Act, R.S.O. 1990, c.P.13

6.1.1 Matters of Provincial Interest

Table 7: Matters of Provincial Interest under the *Planning Act*

MATTER OF PROVINCIAL INTEREST	RESPONSE
a) The protection of ecological systems, including natural areas, features and functions	The Environmental Impact Assessment concluded that no natural areas are required to be protected and included guidance on the timing of construction.
b) The protection of agricultural resources of the Province.	The proposed development is located within the Settlement Area of Picton-Hallowell. The redevelopment of the subject lands will not result in the loss of agricultural land.
c) The conservation and management of natural resources and the mineral resource base	The proposed development will not have any impact on the management of natural resources and the mineral resource base as it located within the Settlement Area of Picton-Hallowell on lands planned for residential uses.
d) The conservation of features of significant architectural, cultural, historical, archaeological or scientific interest.	A Stage 1 and Stage 2 Archaeological Assessment was undertaken in support of the development applications. No features or material of archaeological significance was recovered during the Stage 2 excavation.
e) The supply, efficient use and conservation of energy and water.	The proposed development will utilize the existing municipal water and municipal sanitary system and connect to the existing hydro network thereby making efficient use of existing energy and water.
f) The adequate provision and efficient use of communication, transportation, sewage and water services and water management systems.	The proposed development will make efficient use of existing infrastructure by utilizing municipal infrastructure including the existing public road network and municipal water and municipal sanitary system.
g) The minimization of waste	<p>The proposed development will be serviced by the existing municipal waste collection which ensures that best management practices are followed regarding waste collection.</p> <p>The proposed buildings will also be designed to be energy efficient.</p>
h) The orderly development of safe and healthy communities.	The proposed development will provide additional housing that is within walking distance

MATTER OF PROVINCIAL INTEREST	RESPONSE
	to several amenities including public schools and park spaces. The proposed development is located in proximity to recreational trails, which offers an opportunity for residents and visitors to the proposed development to be active.
h.1) The accessibility for persons with disabilities to all facilities, services and matters to which this Act applies	The proposed development, through the development review process, will be designed to meet all legislative requirements including accessibility standards required under the Ontario Building Code.
i) The adequate provision and distribution of educational, health, social, cultural and recreational facilities	The proposed development is within walking distance of public schools and park spaces.
j) The adequate provision of a full range of housing, including affordable house.	The proposed development will provide a mix and range of housing types and densities (single detached, semi-detached and townhouse dwellings). This will increase the diversity of housing in Picton, which predominantly consists of single detached dwellings.
k) The adequate provision of employment opportunities.	The construction of the proposed development will result in employment opportunities for a wide variety of trades in the area.
l) The protection of the financial and economic well-being of the Province and its municipalities.	The proposed development's location will contribute to the economic well-being of the Province and municipality by making use of existing municipal investments in infrastructure (municipal water and sanitary sewers).
m) The co-ordination of planning activities of public bodies	The proposed development application has involved coordinating with municipal departments and Quinte Conservation Authority.
n) The resolution of planning conflicts involving public and private interests.	The proposed development has been designed in a manner that is compatible with adjacent development and contributes to the Province's and the municipality's goal to encourage intensification on underutilized lots in the Settlement Areas.
o) The protection of public health and safety	The proposed development will make use of the existing municipal water and municipal sanitary system and has been designed to provide safe ingress and egress thereby contributing to the protection of public health and safety.

MATTER OF PROVINCIAL INTEREST	RESPONSE
p) The appropriate location for growth and development.	The proposed development is located within the Settlement Area of Picton-Hallowell. The Provincial Policy Statement, the County of Prince Edward Official Plan and the Picton Urban Centre Secondary Plan encourage growth and development within the Settlement Area.
q) The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians	The proposed development will be designed to encourage and promote active transportation.
r) The promotion of built form that is well-designed, encourages a sense of place, and provides for public spaces that are of a high quality, safe, accessible, attractive and vibrant	The proposed development will be of a high-quality design that is compatible with existing development and is attractive and vibrant to both residents of the buildings and neighbours.
s) The mitigation of greenhouse gas emissions and adaption of climate change.	The proposed development's location near amenities and recreational trails, will make active transportation a viable alternative to driving thereby contributing to the reduction of greenhouse gas emissions.

6.1.2 Subdivision Criteria

Section 51 (24) of the *Planning Act* requires planning authorities to have regard for, among other matters, the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality including the following criteria:

Table 8: Subdivision Criteria under the *Planning Act*

CRITERIA	RESPONSE
a) The effect of development of the proposed subdivision on matters of provincial interest.	The proposed development has regard for matters of provincial interests outlined in Table 4.
b) Whether the proposed subdivision is premature or in the public interest.	The proposed development is located within a settlement area and is designated/zoned for residential uses. The proposed subdivision is not premature and is in the public interest as it will develop a property that is fully serviced and located within the urban boundary.
c) Whether the plan conforms to the Official Plan and adjacent plans of subdivision	The proposed development conforms to the Official Plan and the Picton Urban Centre Secondary Plan (see Section 6.3 & 6.4). The proposed development has also been designed to be compatible with adjacent subdivisions by providing compatible built forms and road connections to adjacent lands.

CRITERIA	RESPONSE
d) the suitability of the land for the purposes of which it is to be subdivided	The subject lands are suitable to be subdivided as they will have frontage on a public road and will be serviced with municipal water and municipal sanitary sewer.
(d.1) if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing.	The proposed development will be comprised of a mix single detached dwellings, semi-detached dwellings and townhouse units which will be sold at market rates.
e) the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them.	The proposed development will be accessed from two public roads (Loyalist Parkway and Owen Street) that have capacity to accommodate the development. The Traffic Impact Study, prepared by C.F. Crozier & Associates concluded that the proposed development will not have a negative impact on the existing road network.
f) the dimensions and shapes of the proposed lots	The proposed lots are appropriate for the form of development that is being proposed for the subject lands.
g) the restrictions or proposed restrictions, if any on the land proposed to be subdivided or the building and structures proposed to be erected on it and the restrictions, if any, on adjoining land;	The proposed development will be the subject of a Subdivision Agreement, which will outline any restrictions that may be imposed on the lands.
h) The conservation of natural resources and flood control	The proposed development will be located outside of the natural hazard area.
i) The adequacy of utilities and municipal services	The proposed development will be on full municipal services. A Functional Servicing Report, prepared by Arcadis IBI Group confirmed that the existing municipal infrastructure has capacity to support the proposed development.
j) The adequacy of school sites	The proposed development is located within proximity to St. Gregory Catholic School and Prince Edward Collegiate Institute.
k) The area of land, if any within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated to public purposes.	The proposed internal road network will be conveyed and assumed by the Municipality as a condition of the Subdivision Agreement.
l) The extent to which the plan's design optimizes the available supply, means of supply, efficient use and conservation of energy	The proposed development will utilize the existing municipal water and municipal sanitary system and connect to the existing hydro network thereby making efficient use of existing energy and water.
m) The interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development of the land, if the land is also located within a Site Plan Control Area designated under subsection 41 (2) of this Act.	Details of the design of development in each phase to be addressed through the final plan approval process, as well as site plan control where applicable (e.g. the townhouse block).

Based on the above, the proposed application is consistent with the provisions of the *Planning Act* with respect to both Matters of Provincial Interest and Subdivision Criteria.

6.1.3 Public Consultation Strategy

Section 34 (10.1) of the *Planning Act* requires that a person applying for an amendment to the Zoning By-law provide the prescribed information and materials to Council. Schedule 1 of Ontario Regulation 545/06: Zoning By-laws, Holding By-laws and Interim Control By-laws requires a proposed strategy for consulting with the public with respect to the application as part of a complete application.

The following public consultation strategy is proposed as part of a complete application:

- Upon receipt of the revised planning applications, we recommend that the municipality schedule the Statutory Public Meeting in accordance with their standard process and procedures.
- A PowerPoint Presentation outlining the proposed development will be provided to Council and presented at the Statutory Public Meeting
- Comments received from Council and the public at the statutory public meeting will be reviewed and considered for incorporation into the final development proposal presented to Council for approval; and,
- Following the Public Meeting, should it be warranted to have additional consultation with the adjacent residents we propose:
- A Public Open House would be hosted by the Owner and is to be scheduled for 2023. Notice will be provided in the usual way as directed by the municipality. Given changes to public gatherings as a result of the COVID-19 Pandemic, two options are proposed.
 - Option A: It is proposed that the Public Open House could be held at Picton Town Hall (2 Ross Street, Picton) or a similar suitable public venue in Picton. At the time of writing, Picton Town Hall is open and accepting bookings.
 - Option B: The Public Open House could be held virtually using a free and easily accessible video conferencing application such as Zoom. The virtual Open House could be streamed on the County's YouTube Channel of desired or via a Channel set-up by the proponent. The virtual Open House would include a PowerPoint Presentation outlining the proposed development followed-by a question-and-answer period. Questions could be provided in advance or "live" during the event itself. Comments received from attendees at the Public Open House meeting will be recorded, reviewed and considered.

6.2 Provincial Policy Statement

The Provincial Policy Statement 2020 (PPS) provides policy direction on matters of provincial interest regarding land use planning and development and sets the policy foundation for regulating land use and development of land. The PPS was issued under Section 3 of the *Planning Act* and the current 2020 PPS came into effect on May 1, 2020. It replaces the PPS issued April 30, 2014. In this regard, Section 3 of the *Planning Act* requires that land use planning decisions be consistent with the PPS.

It is noted that the Province is undertaking a review to consolidate the PPS and the Growth Plan which has not been determined at the time of submission.

Table 9: Provincial Policy Statement

Provincial Policy Statement	Proposed Project
<p>Policy 1.1.1</p> <p>Healthy, livable and safe communities are sustained by:</p> <ul style="list-style-type: none"> 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 <i>settlement areas</i> in those areas which are adjacent or close to settlement areas; e) promoting the integration of land use planning, growth management, <i>transit-supportive</i> development, <i>intensification</i> and <i>infrastructure</i> 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 identifying, preventing and removing land use barriers which restrict their full participation in society; 	<ul style="list-style-type: none"> a) Development of vacant lands will make more efficient use of the land within the urban boundary. b) The proposed development will contribute to the mix of development in the area by supplying a mix and range of housing types and densities and open spaces uses to meet long term needs. c) The proposed development is not anticipated to cause any environmental or public health and safety concerns. d) The proposed development is located within the Settlement Area of Picton. The proposed development will not prevent the expansion of the settlement area but rather forms a logical extension of existing development within the Settlement Area. e) The proposed development is a form and density that efficiently uses the land and existing available services. f) The proposed pathways in the development will comply with AODA and connect the development to existing built up areas. g) The Functional Servicing Report included with this submission outlines the necessary public services facilities are available to meet the projected needs of the development. h) The proposed subdivision is within the Settlement Area in an area planned for residential development. The proposed development involves intensification of the Settlement Area and as such supports land use patterns that conserve biodiversity.

<p>g) ensuring that necessary infrastructure and public service facilities are or will be available to meet the current and projected needs;</p> <p>h) promoting development and land use patterns that conserve biodiversity; and, preparing for the regional and local impacts of a changing climate.</p>	
<p>Policy 1.1.2</p> <p>Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines. However, where an alternate time period has been established for specific areas of the Province as a result of a provincial planning exercise or a <i>provincial plan</i>, that time frame may be used for municipalities within the area.</p> <p>Within <i>settlement areas</i>, sufficient land shall be made available through <i>intensification</i> and <i>redevelopment</i> and, if necessary, <i>designated growth areas</i>.</p> <p>Nothing in policy 1.1.2 limits the planning for <i>infrastructure, public service facilities</i> and <i>employment areas</i> beyond a 25-year time horizon.</p>	<p>The proposed development is located within an area planned for residential development. The proposed development will provide for an appropriate range and mix of housing types and densities to assist the municipality in providing projected housing supply needs.</p>
<p>Policy 1.1.3.1</p> <p><i>Settlement areas</i> shall be the focus of growth and development.</p>	<p>The subject lands are located within a settlement area. The proposed development will allow a greater mix of housing types in the Picton Settlement Area.</p>
<p>Policy 1.1.3.2</p> <p>Land use patterns within settlement areas shall be based on densities and a mix of land uses which:</p> <ul style="list-style-type: none"> a) efficiently use land and resources; b) are appropriate for, and efficiently use, the <i>infrastructure</i> and <i>public service facilities</i> which are planned or available and avoid the need for their unjustified and/or uneconomical expansion; 	<p>The proposed development will efficiently use land and resources as the subject lands are located within an area planned for residential development. The proposed development will utilize existing infrastructure and public service facilities. Active transportation linkages are proposed throughout the development.</p>

<ul style="list-style-type: none"> c) minimize negative impacts to air quality and climate change, and promote energy efficiency; d) prepare for the <i>impacts of a changing climate</i>; e) support <i>active transportation</i>; f) are <i>transit-supportive</i>, where transit is planned, exists or may be developed; and g) are <i>freight supportive</i>. 	
<p>Policy 1.1.3.3</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for <i>transit-supportive</i> development, accommodating a significant supply and range of <i>housing options</i> through <i>intensification</i> and <i>redevelopment</i> where this can be accommodated taking into account existing building stock or areas, including <i>brownfield sites</i>, and the availability of suitable existing or planned <i>infrastructure</i> and <i>public service facilities</i> required to accommodate projected needs.</p>	<p>The proposed Draft Plan of Subdivision provides for a range of housing options through a diversity of housing types. This represents the intensification of a serviced vacant parcel located within the Settlement Area of Picton.</p>
<p>Policy 1.1.3.4</p> <p>Appropriate development standards should be promoted which facilitate <i>intensification</i>, <i>redevelopment</i> and compact form, while avoiding and mitigating risks to public health and safety.</p>	<p>Project consists of redevelopment of a vacant property into a medium-density, residential site. No negative impacts on public health or safety are anticipated.</p>
<p>Policy 1.1.3.5</p> <p>Planning authorities shall establish and implement minimum targets for <i>intensification</i> and <i>redevelopment</i> within built-up areas, based on local conditions. However, where provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas.</p>	<p>The proposed development will achieve the minimum density targets provided in the Picton Urban Centre Secondary Plan.</p>

<p>Policy 1.4.1</p> <p>To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the <i>regional market area</i>, planning authorities shall:</p> <ul style="list-style-type: none"> a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through <i>residential intensification</i> and <i>redevelopment</i> and, if necessary, lands which are designated and available for residential development; and, b) maintain at all times where new development is to occur, lands with servicing capacity to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and lands in draft approved and registered plans. <p>Upper-tier and single-tier municipalities may choose to maintain land with servicing capacity sufficient to provide at least a five-year supply of residential units available through lands suitably zoned to facilitate <i>residential intensification</i> and <i>redevelopment</i>, and land in draft approved and registered plans.</p>	<p>The proposed development will provide a mix and range of housing types and densities. The proposed development will contribute to expanding the County's housing stock to provide a mix of housing types at supported densities.</p>
<p>Planning authorities shall provide for an appropriate range and mix of <i>housing options</i> and densities to meet projected market-based and affordable housing needs of current and future residents of the <i>regional market area</i> by:</p> <ul style="list-style-type: none"> 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; 	<p>The subject property location within the Settlement Area of Picton means it will make use of existing municipal infrastructure and public services facilities. The proposed development will also be designed to encourage active transportation through providing appropriate pedestrian and cycling connections.</p>
<p>Policy 1.5.1</p> <p>Healthy, active communities should be promoted by:</p>	<p>The proposed development includes new public road network designed in a grid pattern. The proposed cross sections include active transportation connections to facilitate community connectivity.</p>

<p>a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate <i>active transportation</i> and community connectivity;</p> <p>b) planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for <i>recreation</i>, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;</p>	<p>The proposed development includes two parkland blocks which will be dedicated to the Municipality and will provide accessible recreation opportunities to future residents.</p>
<p>Policy 1.6.3</p> <p>Before consideration is given to developing new infrastructure and public service facilities:</p> <p>a) the use of existing <i>infrastructure</i> and <i>public service facilities</i> should be optimized.</p>	<p>The proposed development will make use of existing infrastructure and public services and includes planned upgrades and expansion to services in an orderly manner within the settlement area boundary.</p>
<p>Policy 1.6.7.4</p> <p>A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicles trips and support current and future use of transit and <i>active transportation</i>.</p>	<p>The proposed subdivision will be designed in a manner that promotes and encourages active transportation.</p>
<p>Policy 1.8.1</p> <p>Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the <i>impacts of a changing climate</i> through land use and development patterns which:</p> <p>a) promote compact form and a structure of nodes and corridors;</p> <p>b) promote the use of <i>active transportation</i> and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;</p> <p>c) focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed, or</p>	<p>a) The proposed development will be based on a grid-like pattern of streets to provide a strong circular network and connections to existing neighbourhoods.</p> <p>b) The proposed development will be designed to promote the use of active transportation within the development. The proposed transportation network will also provide direct connections to Loyalist Parkway and Bridge Street, which are actively used by cyclists and pedestrians.</p> <p>c) Many employment opportunities in Downtown Picton are within walking distance of the subject land.</p>

<p>designing these to facilitate the establishment of transit in the future;</p>	
<p>Policy 2.6.2 <i>Development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved.</i></p>	<p>The Stage 1 & Stage 2 Archaeological Assessment, prepared by Abacus Archeological Services found no significant archaeological resources on the subject lands.</p>
<p>Policy 3.1.1 Development shall generally be directed, in accordance with guidance developed by the Province (as amended from time to time), to areas outside of:</p> <ul style="list-style-type: none"> a) <i>hazardous lands</i> adjacent to the shorelines of the <i>Great Lakes - St. Lawrence River System</i> and <i>large inland lakes</i> which are impacted by <i>flooding hazards, erosion hazards</i> and/or <i>dynamic beach hazards</i>; b) <i>hazardous lands</i> adjacent to <i>river, stream and small inland lake systems</i> which are impacted by <i>flooding hazards</i> and/or <i>erosion hazards</i>; and <p><i>hazardous sites.</i></p>	<p>The proposed development is directed outside of hazardous lands as it is within the settlement area boundary.</p>
<p>Policy 3.2.1 Development on, abutting or adjacent to lands affected by <i>mine hazards; oil, gas and salt hazards</i>; or former <i>mineral mining operations, mineral aggregate operations</i> or <i>petroleum resource operations</i> may be permitted only if rehabilitation or other measures to address and mitigate known or suspected hazards are under way or have been completed.</p>	<p>No gas signs or presence of gas wells were observed on the site for both drilling fieldwork and subsequent hydrogeological work. If any suspected gas wells are uncovered during development, work in the immediate area will be discontinued and a licensed well contractor will retained to appropriately decommission the well in accordance with applicable legislation. A Phase 1 ESA was also completed, as required by the municipality.</p>
<p>Policy 3.2.2 Sites with contaminants in land or water shall be assessed and remediated as necessary prior to any activity on the site associated with the proposed use such that there will be no <i>adverse effects</i>.</p>	<p>Malroz Engineering completed a Phase 1 Environmental Site Assessment and indicated that an RSC and related Phase 2 ESA are not required.</p>

6.3 Official Plan

The August 2019 Planning Justification Report addressed the policies in The County of Prince Edward Official Plan 2006 (“2006 Official Plan”) which was adopted by Council and approved by the Minister of Municipal Affairs on December 23, 1998. Since the first submission, the County of Prince Edward has adopted a new Official Plan

The County of Prince Edward Official Plan 2021 is in effect beginning July 8, 2021 (“2021 Official Plan”). The transition provisions of the 2021 Official Plan state that “Applications submitted and deemed complete before July 6, 2021, shall be reviewed under the existing 2006 Official Plan.” The transition provisions also state that “existing plans of Subdivision and Site Plan shall continue to be reviewed under existing rules and policies of the 2006 Official Plan until registration of that plan or portion of the plan. However, that portion(s) of the plan that remains draft approved after Ministerial Approval by the MMAH, will be subject to the policies of the 2021 Official Plan.

Based on the transition policies in the 2021 Official Plan the policies of both plans are assessed below.

6.3.1 County of Prince Edward Official Plan 2006

Land Use:

The subject lands are designated “Urban Centre” on Schedule “E” in the 2006 Official Plan (Figure 10).

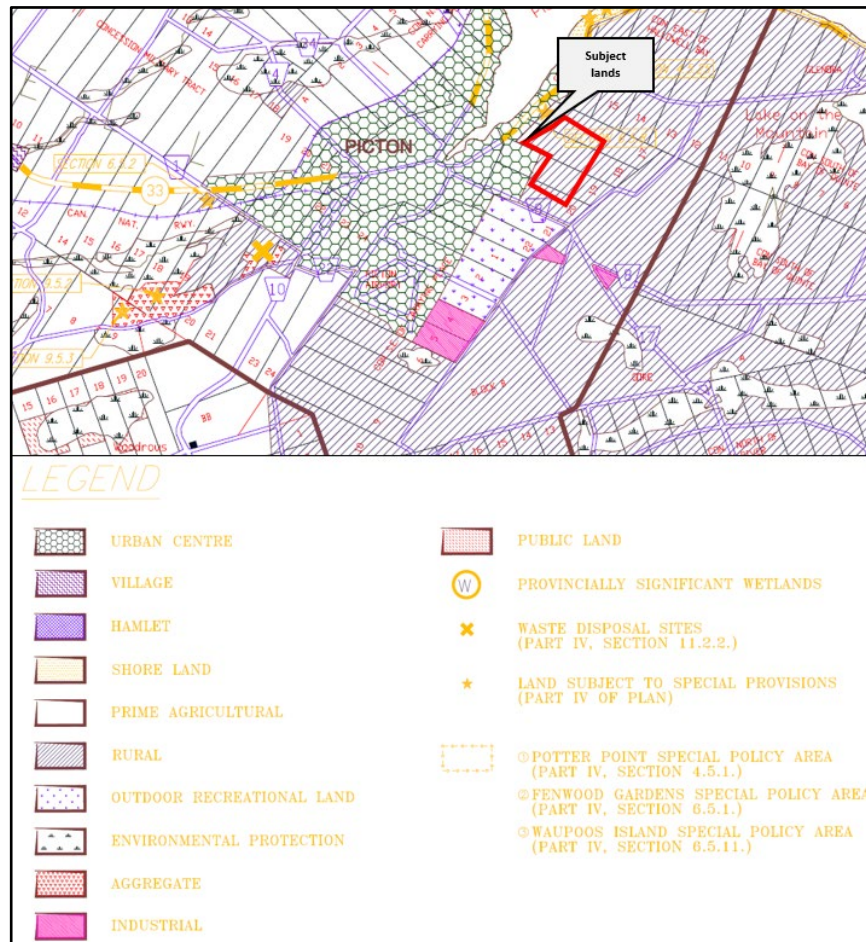


Figure 10 Excerpt of Schedule “E – Land Use Designation” (Source: 2006 Official Plan)

The subject property is located within the boundaries of the Picton Secondary Plan. As such, development can proceed in accordance with the Secondary Plan policies, per Section 1.1.1 and 1.1.2 of the Official Plan.

Environmental Resource Management:

The Official Plan identifies the subject property as being designated within a “Major Recharge Area” (Figure 11). Recharge areas are generally characterized by lands where surface water will typically enter the groundwater system. The Official Plan notes that future development in the regional County recharge areas should be restricted to uses which will “not produce any contamination of groundwater supply” (Part II, Section 1.2.1 d).

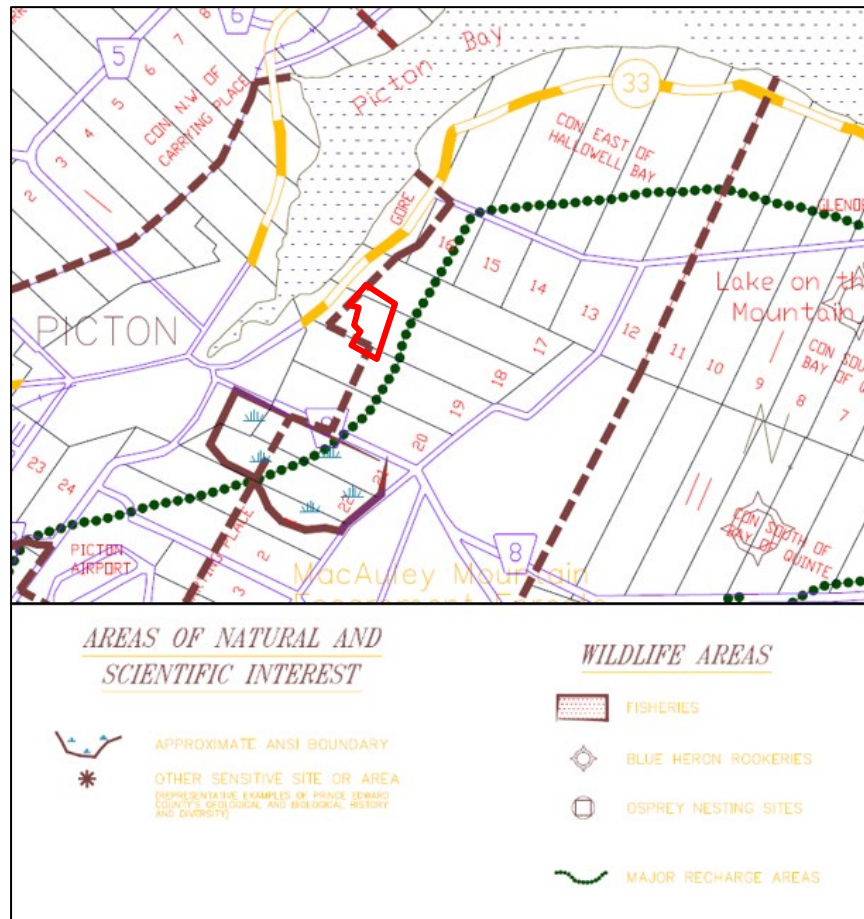


Figure 11: Excerpt from “Schedule A - Environmentally Sensitive Areas” of the Official Plan

Response: Based on our experience, residential subdivisions are typically not a land use of concern in recharge areas. However, the subject property is also located within the Town of Picton Intake Protection Zone. Accordingly, the proposed development will be reviewed by the Risk Management Officer at Quinte Conservation to note any restrictions associated with the development (i.e. restriction of road salts and pesticides). A hydrogeological assessment has also been undertaken to assess the hydrology of the subject lands and area.

The Macaulay Mountain Escarpment Forest - Area of Natural and Scientific Interest (ANSI) is located south of the subject lands on the south side of Union Street. This ANSI is considered to be an Earth Science Area.

Response: The subject property is located outside of the 120 metre influence area as the lands are approximately 400 metres from the ANSI.

Transportation/Linkages:

The subject property abuts Loyalist Parkway and Owen Street. The portion of Loyalist Parkway that abuts the subject property is identified as a “Service Corridor.” The “Service Corridor” designation applies to County Roads which service the built-up areas. The minimum right-of-way width of service roads is 20 metres. The current width of Loyalist Parkway exceeds 20 metres given its former use as a provincial highway.

The Official Plan notes that the transportation and servicing networks constitute the linkages within which county residents and visitors will live, work and play. It is the intent of the Plan to minimize time, distance, economic and energy costs of movement for persons and good within the County (Part II, Policy 2.10.1).

Response: The proposed internal transportation network will provide direct automotive and active transportation connections to existing neighbourhoods and the core commercial, community and amenity areas of Picton (via Loyalist Parkway/Bridge Street), thereby reducing the time and distance needed to travel within the County.

The County Official Plan states “*that the integrity of the existing Provincial and County Road networks shall be maintained and upgraded, and integrated with cycling and walking routes as much as possible*” (Part II, Policy 2.10.3). The Official Plan also encourages the County to provide an attractive environment for cyclists, particularly along Loyalist Parkway (Part II, Policy 2.10.4).

Response: The proposed development conforms to the linkage goals of the County Official Plan as it will provide direct connections to cycling routes on Loyalist Parkway. The Official Plan also encourages development in the built-up area to be designed to encourage walking and the use of public transportation (Part II, Policy 2.10.7). The proposed development will include a public road network that will be designed to encourage multiple modes of active transportation. The Collector roads providing east-west and north-south connections through the site include a multi-use pathway, which will provide external linkages into and out of the subject lands, including to Loyalist Parkway. Pedestrian trails will also be provided within the park elements of the development.

Tourism:

The subject property is within a Tourism Corridor, as shown on Schedule “D” of the 2006 Official Plan (See Figure 12). In order to stimulate tourism, the Official Plan identifies, protects and enhances those areas of the County having the greatest potential for tourism. The Official Plan notes “*the corridor pattern on Schedule D highlights the importance of Picton and Wellington Urban Centres and the Villages of Bloomfield, as well as many hamlets and tourist attractions - Consecon, Ameliasbuigh, Waupoos, Milford, Cherry Valley, Lake-on-the-Mountain, Black River and West Lake - in providing services and attractions for the tourism industry. Linking these settlement areas are scenic routes and bicycle trails, along which attractions and accommodation are located*” (Part III, Section 3.3.3.b). The Official Plan also encourages the establishment of walking and cycling/skiing facilities in tourism corridors so that they will link tourist attractions and accommodations (Part III, Section 3.3.3.f).

Response: The proposed development will have direct access onto Loyalist Parkway and will provide an active transportation network through the subdivision and connecting to/from Loyalist Parkway.



Figure 12: Excerpt from “Schedule D - Tourism and Recreation” of the Official Plan

Housing:

The 2006 Official Plan includes policies to ensure that adequate affordable housing is provided and encourages the development of an appropriate mix of housing types to meet the needs, incomes, preferences and lifestyles of all County residents (Part III, Section 4.2.5).

Response: The proposed development will provide a mix and range of housing types, including single, semi-detached and townhouses dwellings. Secondary units are also proposed to be permitted within the majority of the subdivision. This variety of unit types will provide housing for a diverse range of County residents.

Part V of the Official Plan speaks to the division of land in the County. The Official Plan notes that in evaluating plans of subdivision, Council will consider all information as specified in the Planning Act. Additional studies may also be required (Part IV, Section 1.2.2).

Response The proposed development complies with the requirements of the Planning Act as outlined in Section 6.1 of this report. The required information identified by the County at the Pre-Application has also been provided in Section 2 of this report.

Recreational/Parkland:

The County Official Plan acknowledges that both passive and active recreational activities contribute to the physical and mental health and well-being of County residents (Part III, Policy 4.7.1). To ensure that adequate lands are available to meet the open space and recreational needs of the residents of the County, the Official Plan provides Council with the ability to require the conveyance of parkland as part of the approval of new residential development. The Plan identifies that the County may also accept a “cash-in-lieu” of parkland payment, where deemed appropriate (Part III, Policy 4.7.6.).

Response: The proposed development proposes two park blocks that are to be dedicated to the County. The parks are located strategically in the subdivision in a manner intended to best serve future residents. The park blocks are free from constraints and total 1.06 hectares, which satisfies the required 5% dedication amount.

The Official Plan requires all lands dedicated for parkland purposes to be in a satisfactory physical condition and be located in a manner which provides for use by the general public (Part III, Policy 4.7.7).

Response: The proposed development conforms to the Official Plan as the parkland blocks are free from constraints and can be accessed from a fully maintained public road. It is noted that there are areas We note that the parkland area in Block 19 also improves access to the public open space area located directly to the south of Block 19, adjacent to the existing residential lots on Owen Street. Although there are portions of park Block 19 that have a slope greater than 5% these areas were not included in the calculation and will be finely graded to ensure safe transitions for park users.

Land Division:

The Official Plan requires access for lots in a plan of subdivision to be from an internal publicly owned and year-round maintained road, which is constructed by the developer to current municipal and provincial standards (Part V, Section 1.2.6.).

Response: The proposed development will be accessed from an internal road network that will provide access to Loyalist Parkway and Owen Street. Block 13 is anticipated to be developed as a single parcel in a condominium, wherein a private internal road will provide access to some of the units. This is consistent with the intent of the Official Plan where it concerns development by way of condominium.

The Official Plan also requires public road allowances to be obtained in strategic locations to accommodate future roads where extension of development in the area could be a possibility (Part IV, Section 1.2.7).

Response: The proposed development has been designed to provide future road connections to the east and the north to ensure that the future development of adjacent lands will serve as a natural extension of the proposed development.

The Official Plan notes that the external road network must have the capacity to support the additional traffic generated by the development (Part V, Section 1.2.7).

Response: The Traffic Impact Study, prepared by Crozier Consulting Engineers concluded that the proposed development can be supported from a traffic operations perspective.

The Official Plan permits the phasing of subdivisions to ensure that development proceeds in an orderly and timely fashion (Part V, Section 1.2.9).

Response: The proposed development will be phased. The details of the phasing of the subdivision will be addressed in the Subdivision Agreement and through the conditions of draft plan approval.

The Official Plan states that the County will take part or all of the five percent parkland dedication permitted under the *Planning Act* (Part V, Section 1.2.11).

Response: The proposed development provides for 1.06 hectares of unconstrained parkland, which satisfies the required 5% dedication under the *Planning Act*.

The Official Plan requires the County to enter into an agreement with the developer as a condition of the approval of a plan of subdivision. This agreement will set out all matters that the County wishes to have addressed, including: the provision of on and off-site services, obligations of the developer and how the environmental impacts of the development (e.g. drainage conditions) will be addressed and monitored (Part V, Section 1.2.12).

Response: A Subdivision Agreement will be entered into as a condition of draft plan approval, and more detailed plans and reports will be required in support of final plan approval for each phase of development.

Summary:

The proposed development conforms to the 2006 County of Prince Edward Official Plan as it will provide an appropriate mix and range of housing forms and densities. The development is well-situated along Loyalist Parkway and in proximity to the core services and amenities of Picton. It is also planned such that it will encourage active transportation by residents and users and provides sufficient and appropriate public parkland.

6.3.2 County of Prince Edward Official Plan 2021

Land Use:

The subject lands are designated ‘Urban Centre’ on Schedule ‘A2’ in the 2021 Official Plan and are located within the boundaries of the Picton Secondary Plan. As such, development can proceed in accordance with the Secondary Plan policies per Section 1.3.c and Section 4.1.2 of the 2021 Official Plan.

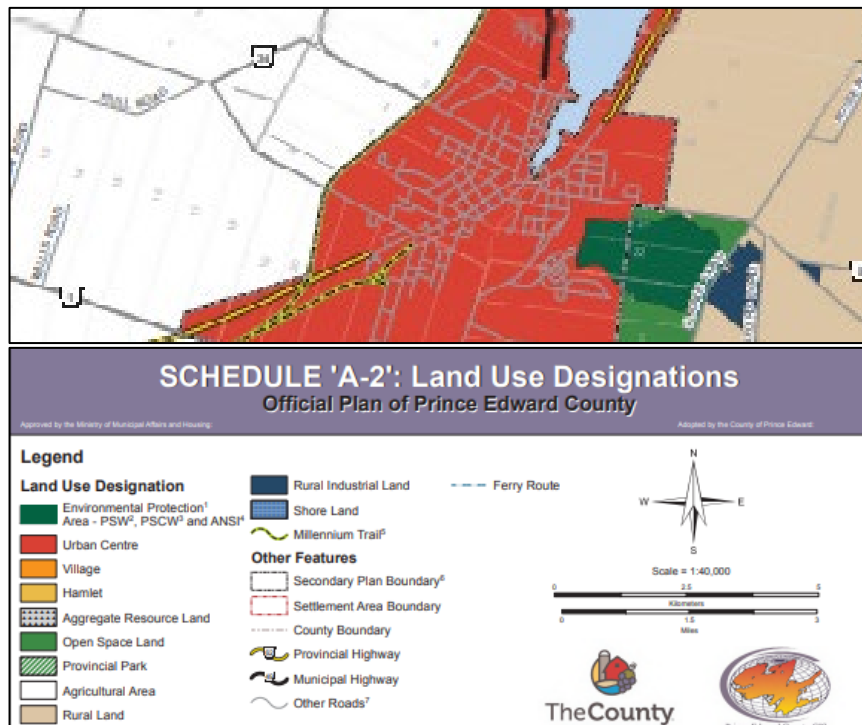


Figure 13 Excerpt of Schedule “A2 – Land Use Designation” (Source: 2021 Official Plan)

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Natural Core Areas:

The subject lands are within Natural Core Area H – North and East Picton on Schedule ‘B’ of the 2021 Official Plan. Per Section 4.5.4.1 “a *Natural Core Area* is a broad zone in which there is a concentration of natural features which are critical to the ecological health of the County as a whole.” Per Section 5.4.5.3 “residential development (subdivisions, site plans, and condominiums) is permitted within a Natural Core Area that is within a Settlement Area subject to approved Environmental Impact Study (EIS).”

Response: An Environmental Impact Assessment was completed by Ecological Services in support of the development. This assessment concluded that there are no significant natural heritage features in the area that warrant protection and that the development can proceed as proposed. Please refer to the detailed Ecological Services EIA for further information and justification in this regard.

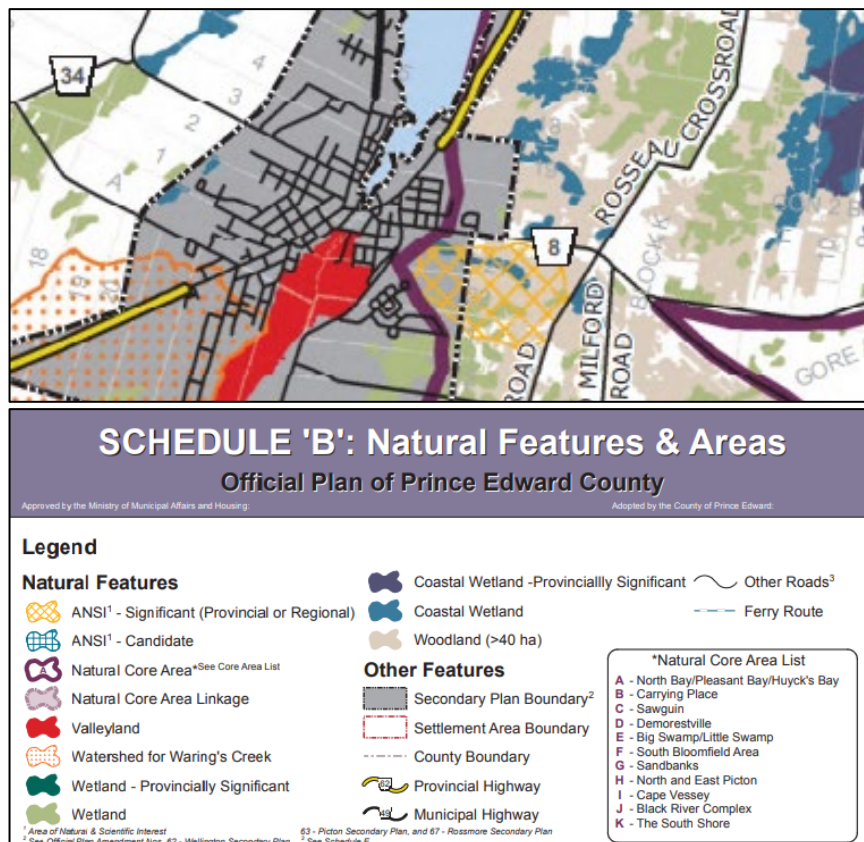


Figure 14 Excerpt of Schedule “B – Natural Features & Areas” (Source: 2021 Official Plan)

Source Water Protection Zones:

A portion of the subject lands are identified as being within a Source Water Protection – Intake Protection Zone on Schedule ‘C’ of the 2021 Official Plan. Per Section 3.1.6.8 “within these identified zones the County is to work with Quinte Conservation in ensuring an additional level of vigilance that land use activities do not have the potential to compromise the quality of these drinking water supplies”.

Response: The proposed development will be reviewed by the Risk Management Office at Quinte Conservation to note any restriction associated with the development (i.e. restriction of road salts and/or pesticides). A hydrogeological assessment has been undertaken to assess the hydrology of the subject lands and area.

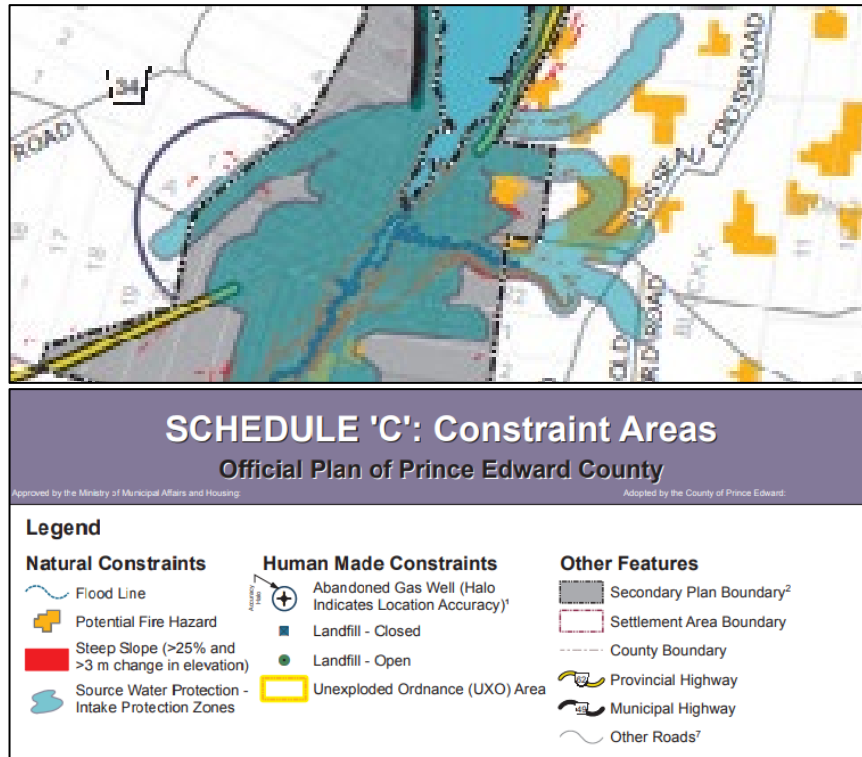


Figure 15 Excerpt of Schedule “C – Constraint Areas” (Source: 2021 Official Plan)

Mineral Aggregate Resources:

The subject lands are identified as Mineral Aggregate Resources (Bedrock Drift Thickness <1m) on Schedule ‘D’ of the 2021 Official Plan. Per Section 4.5.1 this includes “*areas of high potential for mineral aggregate extraction and generally consist of sand and gravel deposits and selected bedrock resources*”. Per Section 4.5.1.3 “*on lands within the areas identified in 1) above, development which would preclude or hinder new aggregate operations or access to the resource will only be allowed if:*

- a) *Resource extraction use would not be feasible;*
- b) *The proposed development serves a greater long-term public interest; in this case, reasonable efforts will be made to use the resource wherever practical; and*
- c) *issues of public health, public safety and environmental impact are addressed.”*

Response: The subject lands are within the Urban Centre designation and are designated for residential uses in the Picton Urban Secondary Plan. The proposed development is in proximity to existing residential uses in an area planned for residential development. In addition, per Section 4.5.1.6, new mineral aggregate operations on lands not designated Aggregate Resources Lands “*shall only be established through an Official Plan Amendment*” which will consider the impact on adjacent lands uses and residents and public health and safety. Due to the proximity of existing residential uses, the subject lands are not well suited for new aggregate operations. Based on this, a resource extraction use would not be feasible in this area since the lands are designated for residential uses, located in a settlement area and in proximity to existing sensitive land uses.

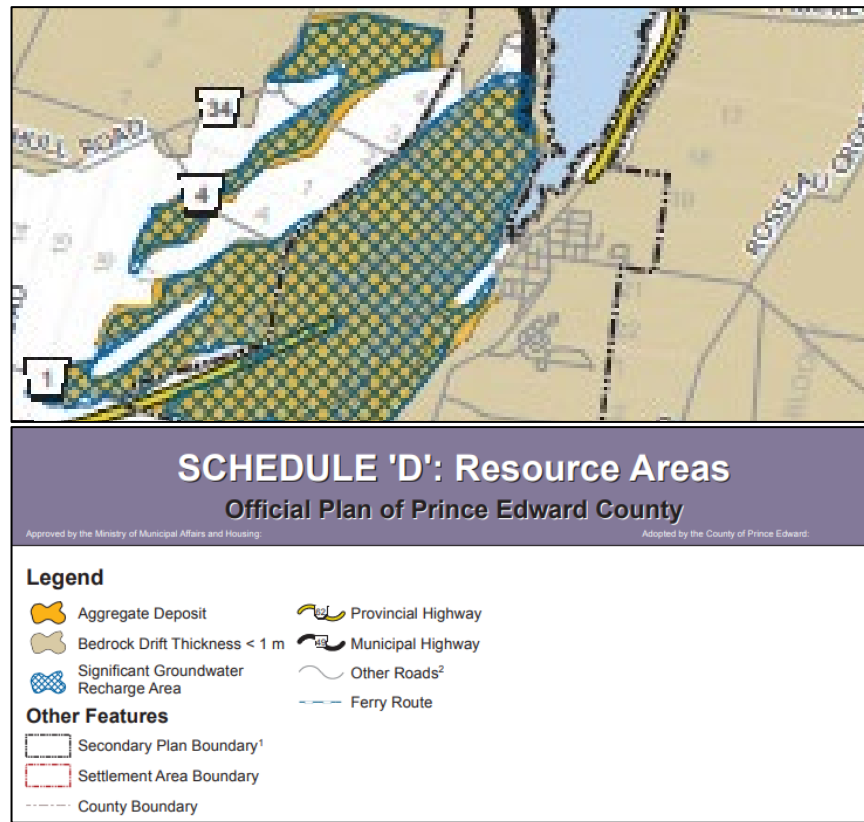


Figure 16 Excerpt of Schedule “D – Resource Areas” (Source: 2021 Official Plan)

Transportation:

The subject lands abut Loyalist Parkway (Provincial Highway) and Owen Street (Local Road). Section 3.4.5 of the 2021 Official Plan outlines that the intention of the County’s transportation system is to “provide the efficient and safe passage of pedestrians and cyclists, the operation of an efficient public transit system and provide for the balance usage of motor vehicles”. Per Section 3.4.5.5 “the Municipality will work in partnership with private developers... to provide a transportation system that integrates a range of travel modes to move people...”. The key policies of this section are discussed below.

Per Section 3.4.5.8 all proposed development adjacent to an in the vicinity of the Provincial Highway will be subject to the approval of the Ministry of Transportation (MTO).

Per Section 3.4.5.14 along the Loyalist Parkway draft plans of subdivision proposed on adjacent lands to Loyalist parkway are required “to be setback beyond view form the Parkway or be adequately buffered from view”.

Per Section 3.4.5.1.1 the Municipality will support walking and cycling as attractive modes of transportation by “requiring the development of high-quality bicycle and pedestrian facilities in public road allowances in new developments” and “ensuring those facilities create linkages to key destinations and the sidewalk and trails systems”.

Response: The proposed internal transportation network has been designed to provide transportation connections for vehicles and active transportation. The internal road network will provide vehicle and active transportation connections to existing neighbourhoods and the core commercial, community and amenity areas of Picton. The proposed development will also provide cycling routes connections by way of a separated path on the proposed Collector Roads linking to Loyalist Parkway and Owen Street which

promotes safety and provides active transportation connections to other areas of the municipality. The proposed transportation connection to Loyalist Parkway will be reviewed by MTO. In addition, the proposed development is set back behind existing residential developments to avoid any negative impacts to Loyalist Parkway.

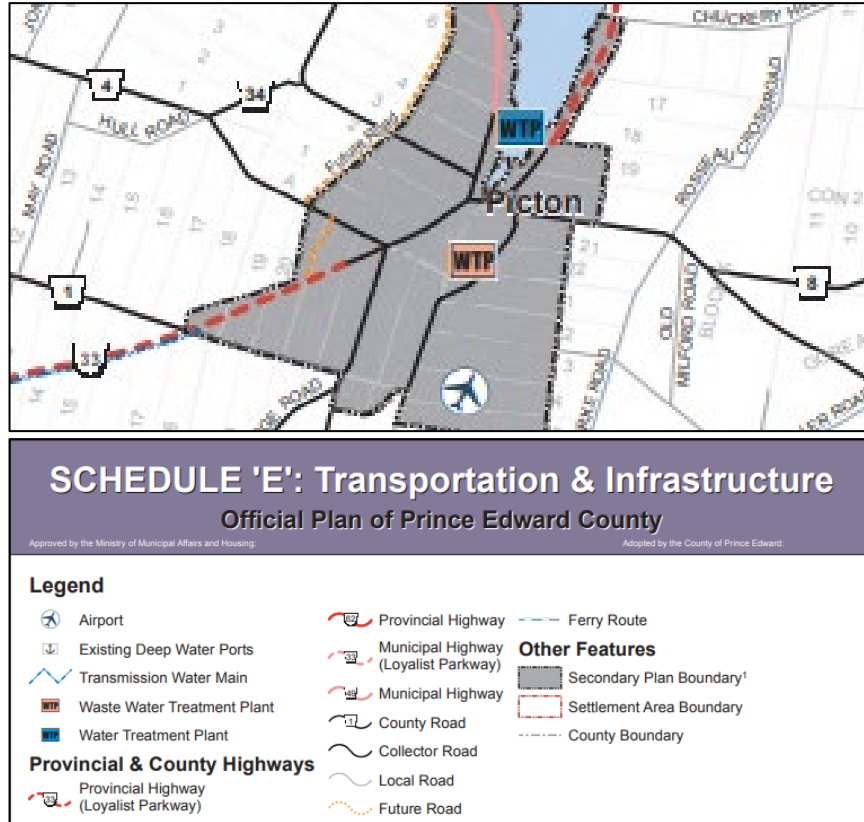


Figure 17 Excerpt of Schedule “ E – Transportation & Infrastructure” (Source: 2021 Official Plan)

Tourism:

The subject lands are located along a Tourism Corridor, as identified on Schedule ‘F-1’ of the 2021 Official Plan. Per Section 4.5.2.2 along Tourism Corridors “it is the intent of the County to carefully management development regarding the location, siting and landscaping of new development and to mitigate the visual impacts of less desirable roadside features”. Per Section 4.5.2.6 “walking, cycling/skiing and active sport facilities are encouraged within and along the Tourism Corridors”.

Response: The proposed development will have direct access onto Loyalist Parkway and will provide an active transportation network though the subdivision and connection to/from Loyalist Parkway. No negative visual impacts are anticipated as a result of the proposed development as the development includes a residential subdivision adjacent to existing residential uses in the settlement area boundary.

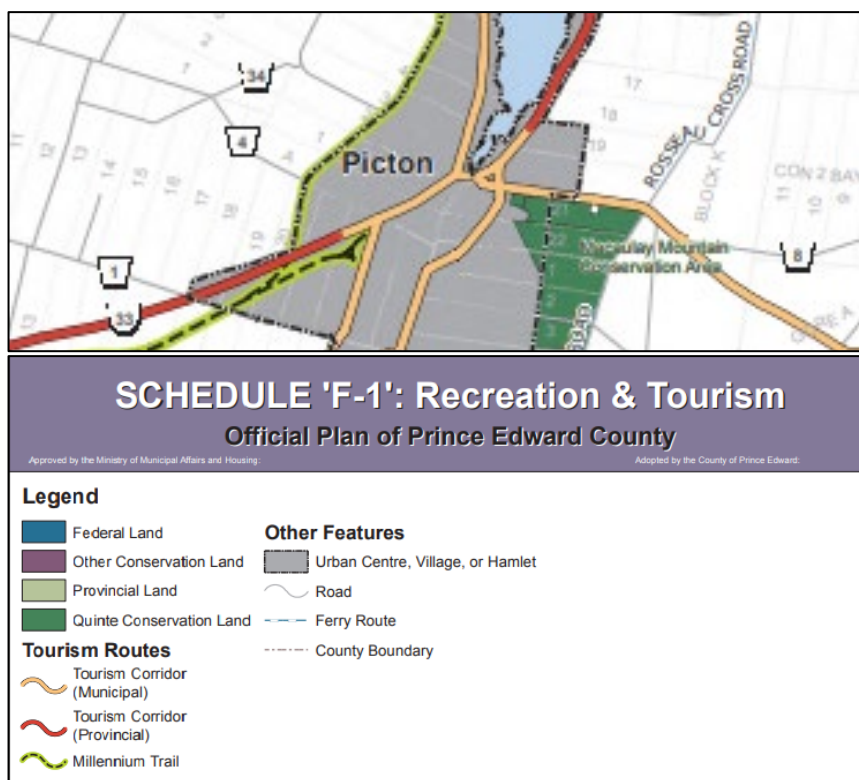


Figure 18 Excerpt of Schedule “F-1 – Recreation & Tourism” (Source: 2021 Official Plan)

Housing:

Section 3.3.3 of the 2021 Official Plan includes policies to “*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 the community needs over time.*” The County will also promote opportunities for intensification and residential development within the identified Settlement Areas.

Section 3.3.4 establishes that affordable housing should make up 25 percent of all new housing units and indicates that the target will be met primarily within the Urban Centres including Picton which include Secondary Plan policies that identify a minimum of 33 percent of all new housing be affordable. Per Section 3.3.12 “*affordable housing shall be supplied in a variety of housing types*”.

Per Section 3.3.7 “*second units in housing within Settlement Areas are permitted and encouraged within single-detached, semi-detached and townhouse dwellings and detached accessory buildings*” and a residential lot “*may contain both a second unit within the residential dwelling unit and a second unit within an accessory structure*”.

Response: The proposed development provides a mix and range of housing types and densities including single detached, semi-detached and townhouse dwellings. The units are proposed to be market housing, but the proposed mix of units (single, semi-detached and townhouse dwellings) will provide more attainable housing options compared to an exclusively single detached development. The 2021 Official Plan and County of Prince Edward Zoning By-law 1816-2006, as amended permit second units’ as-of-right and new Provincial policy supports three-units as-of-right in residential dwellings. Based on this, future residents of the new development could develop second or tertiary units on their property which represents another form of affordable housing options.

Parks, Open Space and Trails Network:

To ensure that adequate lands are available to meet the open space and recreational needs of the residents of the County, Section 3.1.7 of the 2021 Official Plan provides the County with the ability to “*utilize the parkland dedication provisions of this Plan, including the conveyance of land or provision of cash-in-lieu to expand the park, open space and trails network*”.

Per Section 5.1.4 of the 2021 Official Plan the Municipality shall require parkland dedication at a rate of 5% of the gross land area. The land to be conveyed must be “*suitable for development as a park, taking into consideration its size, location, configuration and condition*”. “*Wherever possible, lands dedication to parkland purposes will contribute to a linked system of municipal parks...pedestrian walkways, trail systems... and shall be provided with at least one frontage on a public street*”.

Response: The proposed development proposes two park blocks that are to be dedicated to the County. The two parks are located strategically throughout the subdivision in a manner intended to best serve future residents. The park blocks total 1.06 hectares, which satisfies the required 5% dedication (total draft plan area is 18.373 hectares).

The proposed parkland blocks are free from constraints and suitable for recreational purposes. The pathways into the proposed parkland blocks will be designed to meet AODA requirements. Both parks can be accessed from a fully maintained public road. Parkland Block 19 provides improved access to the public open space area directly to the south.

Land Division/Plan of Subdivision:

Section 5.1.3.3 of the 2021 Official Plan identifies that the preferred form of lot creation for residential development is by registered plan of subdivision. Section 5.1.3.7 outlines requirements for approval of a plan of subdivision. “*Prior to approval of a plan of subdivision... 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 waste water 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.”*

Response: The proposed development meets the criteria for approval of a plan of subdivision.

- a) A functional servicing report has been prepared which illustrates the functional servicing requirements and outlines a preliminary municipal servicing design. Based on the report there is servicing capacity to service the proposed development when implementing the phased approach outlined in the accompanying FSR.
- b) The proposed development is within the Settlement Area Boundary of Picton in an area planned for residential uses. The development of the proposed plan of subdivision represents an orderly expansion of the built-up area in Picton and as such is not anticipated to negatively impact the Municipalities finances.
- c) The proposed development proposes a new public road designed in a grid pattern to integrate with the existing road network. The development is in an area planned for residential uses and has such will contribute to the Municipality's quality of place.
- d) The proposed development provides a range and mix of housing types including single detached, semi-detached and townhouse dwellings. Secondary units are also permitted which represents a more affordable housing option that may occur in the proposed development.
- e) The proposed development includes two parkland blocks which will be easily accessible by future residents of the subdivision. Active transportation linkages are proposed through the plan including a separated multi-use path on the Collector Roads and sidewalks on all roads in the development.
- f) The proposed development will efficiently use land designated for residential uses in the settlement area of Picton. The proposed development includes a range and mix of densities which will support active transportation in Picton.
- g) The proposed subdivision is designed in a grid-pattern as per the Picton Urban Secondary Plan and exemplifies urban design principles. This is discussed in greater detail in Section 7 of this report.

Summary:

The proposed development conforms to the 2021 County of Prince Edward Official Plan as it will provide an appropriate mix and range of housing types in an Urban Centre. The development is well-situated along Loyalist Parkway and in proximity to the core services and amenities of Picton. It is also planned such that it will encourage active transportation by residents and users and provides sufficient and appropriate public parkland.

6.4 Picton Urban Centre Secondary Plan

The Picton Urban Centre Secondary Plan was approved by Council on June 10, 2014, and was approved by the Ministry of Municipal Affairs and Housing on July 15, 2015. The Picton Urban Centre Secondary Plan provides the framework for how the Picton is to grow in a manner that reflects the aspirations of the community (Section 1.2).

The policies in the Picton Urban Centre Secondary Plan that are applicable to the proposed development, include policies associated with land use, urban design, natural environmental, human made hazards, transportation, servicing and green design.

Land Use:

The subject property is designated as "Town Residential Area" and "Environmental Protection Area", as shown on Schedule "A" of the Picton Urban Secondary Plan (Figure 19). The "Environmental Protection Area" designation includes a small portion of the south-eastern limits of the subject lands.

The intent of the policies of the “Town Residential Area” designation is to *maintain and enhance the already established neighbourhoods of the community by encouraging compatible infill and encouraging the extension of these neighbourhoods into the surrounding undeveloped areas* (Section 2.4).

Response: The proposed development will meet the intent of the Secondary Plan to ensure that new neighbourhoods are compatible with existing development as the proposed uses and built form are anticipated to be compatible with adjacent uses and residential neighbourhoods.

The proposed development is a new residential development on greenfield lands. Accordingly, the extension of the existing neighbourhood policies (Section 2.4.2) of the Picton Urban Centre Secondary Plan apply to the proposed development. The Extension of the Existing Neighbourhood policies permit a mix of residential unit types in new neighbourhood development, including single-detached, semi-detached and townhouse dwelling. Secondary and accessory units, provided no more than two units exist on one lot, are also permitted (Section 2.4.2., Implementing Policy 2.4.2.2).

Response: The proposed development conforms to the Town Residential Area policies of the Secondary Plan as the development is proposed to be comprised of a mix of residential types and densities including single and semi-detached dwellings, townhouses and apartment units. Secondary units are also proposed to be permitted.

The Secondary Plan requires a minimum 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). Residential densities of up to 37 units per net hectare (15 units/net acre) are also permitted in new neighbourhood development, as appropriate. Higher densities may be permitted in exchange for the provision of community benefits consistent with the policies of subsection 5.1.1.4 of the Secondary Plan with respect to bonusing (Section 2.4.2, Implementing Policy 3).

Response: The proposed Draft Plan can achieve the preferred density of the Secondary Plan. The subdivision proposes a minimum density of approximately 16.6 units per net hectare, and a maximum density of 27.2 units per net hectare which is within the range of densities that could be accommodated in each block. The maximum density reflects the development of the blocks with the highest intensity housing form (townhouse dwellings), whereas the minimum density reflects the development of the blocks with the lowest intensity housing form (single-detached dwellings). It is anticipated that a mix of housing forms will be developed based on future market demands. Table 8 identifies the possible range of densities that could be accommodated as well as the overall net density of the proposed development. Compliance with the minimum and maximum density will be ensured through the implementing zoning and the lots and unit types approved through each phase of the subdivision.

Table 10: Proposed Draft Plan of Subdivision and Land Use Schedule

BLOCKS	LAND USE	NET AREA (HA)	MIN UNITS	MAX UNITS	DENSITY (DU/NET HA)
1, 2, 3, 4, 6, 7, 8, 9, 14, 15, 16, 17, 18, 20, 21, 23 & 24	Single Detached Semi-Detached Street Fronting Townhouse	10.17	169	285	16.6 min – 28.0 max
13	Townhouse	1.789	30	40	16.7 min – 22.4 max

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1, 2, 3, 4, 6, 7, 8, 9, 13, 14, 15, 16, 17, 18, 20, 21, 23 & 24	Residential	11.959	199	325	16.6 min – 27.2 max
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The Secondary Plan permits a mix of neighbourhood-scale community uses in new neighbourhood development including schools, places of worships, libraries, community centres, parks, and day cares (Section 2.4.2., Implementing Policy 5).

Response: The proposed development two park blocks which are intended to be conveyed to the County.

The Secondary Plan requires new neighbourhood development to connect with existing neighbourhoods to provide access to schools, parks, shopping, and works places and to integrate new development in the existing town fabric (Section 2.4.2, Implementing Policy 6).

Response: The proposed subdivision will connect to existing development through the creation of an internal street network that will be accessed from Loyalist Parkway and Owen Street. The proposed development will also provide connections to the east and north of the subject lands to ensure future development on undeveloped adjacent lands are able to connect to the rest of the community through the subject lands. We note that the subject lands are in proximity to local schools and commercial uses, services and amenities available in downtown Picton.

The Secondary Plan requires 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 (Section 2.4.2 Implementing Policy 7).

Response: The proposed development will be consistent with the town design, green infrastructure, and environmental management policies of the Secondary Plan (Section 2.4.2, Implementing Policy 7). The type and range of residential uses proposed are consistent with what is intended by the policies, with the details of the design of development in each phase to be addressed through the final plan approval process, as well as site plan control where applicable (e.g. the townhouse block).

In summary, the proposed development conforms to the Town Residential Area of the Secondary Plan as it provides a mix of residential types and densities in a new neighbourhood that is an extension of existing areas.

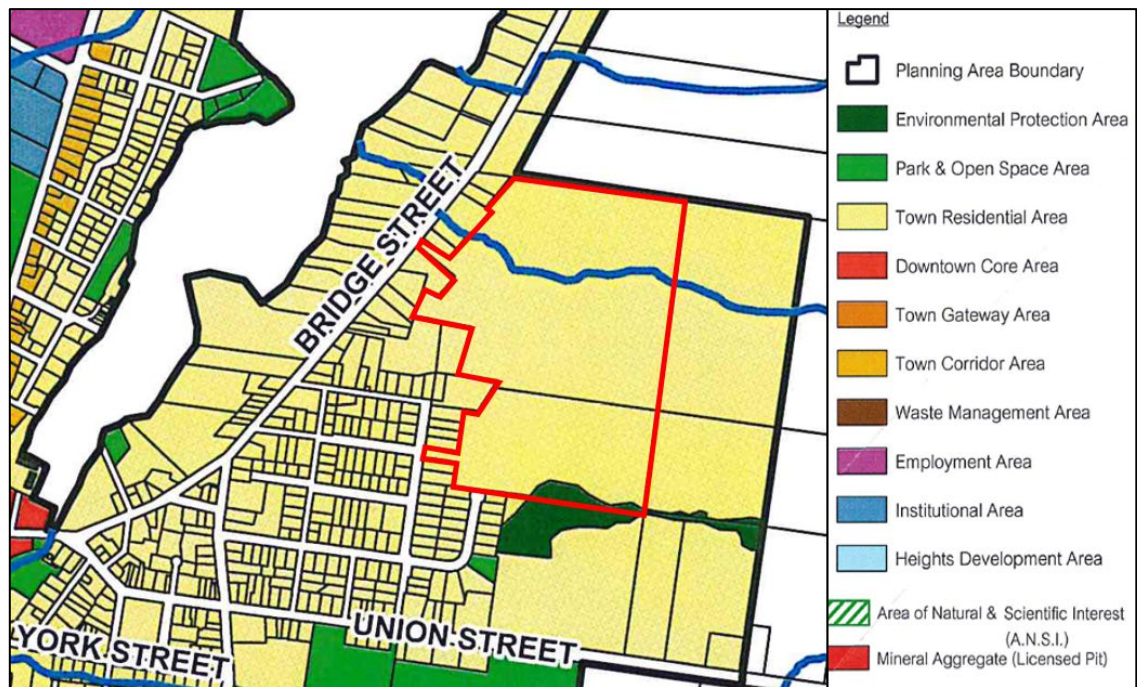


Figure 19: Excerpt from “Schedule A -Secondary Plan Land Use Map” of the Picton Urban Centre Secondary Plan

Environmental:

A small portion of the southeastern limits of the subject lands is designated as “Environmental Protection Area”. The Secondary Plan notes that “*the boundaries of the Environmental Protection Area are based on ecological land classification (ELC) mapping completed in support of the preparation of the Secondary Plan and analysis and mapping completed by other agencies including Quinte Conservation and Ministry of Natural Resources. These boundaries may change over time as a result of additional analysis of project-specific Environmental Impact Studies*” (Section 2.10).

Response: An Environmental Impact Assessment was completed by Ecological Services in support of the development. This assessment concluded that there are no significant natural heritage features in this area that warrant protection and that the development can proceed as proposed. Please refer to the detailed Ecological Services EIA for further information and justification in this regard.

The Secondary Plan requires “*the preparation of an Environmental Impact Study (EIS) in support of any development or site alteration proposed on lands or adjacent to an Environmental Protection Area. The EIS is required to address the requirements outlined in Policy 4.7.3.2. of the Secondary Plan*” (Section 2.10., Implementing Policy 5). The applicant is also required to pre-consult with the County prior to commencing the EIS.

Response: The proposed development conforms to the environmental policies of the Secondary Plan as the applicant attended a Pre-Application Meeting with the County and has completed an EIS (EIA) in accordance with the requirements of the Provincial Policy Statement and the Picton Urban Centre Secondary Plan. The Environmental Impact Assessment concluded that no natural areas are required to be protected and direction was provided related to the timing of construction and development.

Transportation and Circulation:

The Transportation system in Picton is comprised of several components for the movement of goods and people and plays a vital role on land use, quality of life and community health (Section 3.1). The intent of the Secondary Plan is to *“integrate transportation and land use decision-making to support the continued development of Picton as a compact and complete community”* (Section 3.1, Guiding Policy 1). The Secondary Plan also *“encourages active transportation in Picton by providing safe and barrier-free access, human-scaled built environments, pedestrian-oriented streetscapes and amenities, and a network of connected destinations.”*

Response: The proposed development conforms to the guiding policies of the Secondary Plan as it has been designed in a compact manner that encourages active transportation by creating a road network and multi-use path system that is conducive to walking and cycling.

The Secondary Plan requires a grid-like pattern of streets in the planning of new development to encourage compact development and to provide more direct and accessible routes for pedestrian and cyclists. The grid-like pattern of streets is also required to distribute vehicle traffic more evenly (Section 3.1, Guiding Policy 7).

Response: The proposed development has been designed in a manner that creates a grid-like pattern of streets. This has the effect of creating a compact community that encourages active transportation and serves as a natural extension to existing development.

The Secondary Plan requires new development to establish connections between existing development and future development (Section 3.1, Guiding Policy 8).

Response: The proposed development provides opportunities for appropriate connections to the north and the east to accommodate possible future development in those areas.

The Secondary Plan notes that *“the potential future routes and extensions to the transportation system in Picton as shown on Schedule B: Secondary Plan Transportation Map, are illustrative only and may not occur precisely as indicated (Section 3.1, Guiding Policy 9).”*

Response: The proposed development transportation network is not precisely what is shown on Schedule B. However, it is our opinion that it provides appropriate opportunities for connections to the north and east that meet the intent of the transportation policies of the Picton Urban Centre Secondary Plan.

The Secondary Plan requires the completion of a traffic impact study to evaluate the potential impact of the proposed development on the transportation system (Section 3.1, Guiding Policy 11).

Response: A Traffic Impact Study was prepared by Crozier Consulting Engineers in support of the development. The Traffic Impact Study concluded the proposed development can be supported from a traffic operations perspective.

The Secondary Plan requires lands that are to be conveyed for the purpose of widening as an existing right-of-way as a condition of consent, subdivision, or site plan approval occur at no cost to the County (Section 3.1, Guiding Policy 12).

Response: Appropriate lands for widening can be provided as a condition of draft plan approval.

Road Network:

The subject lands obtain access from Loyalist Parkway, Owen Street and John Street. The development proposes to obtain access from Loyalist Parkway and Owen Street. The Secondary Plan identifies Loyalist Parkway as an Arterial Road and an Activity Route. Owen Street and John

Street are identified as local roads. The Transportation Network is identified in Figure 20 for reference.

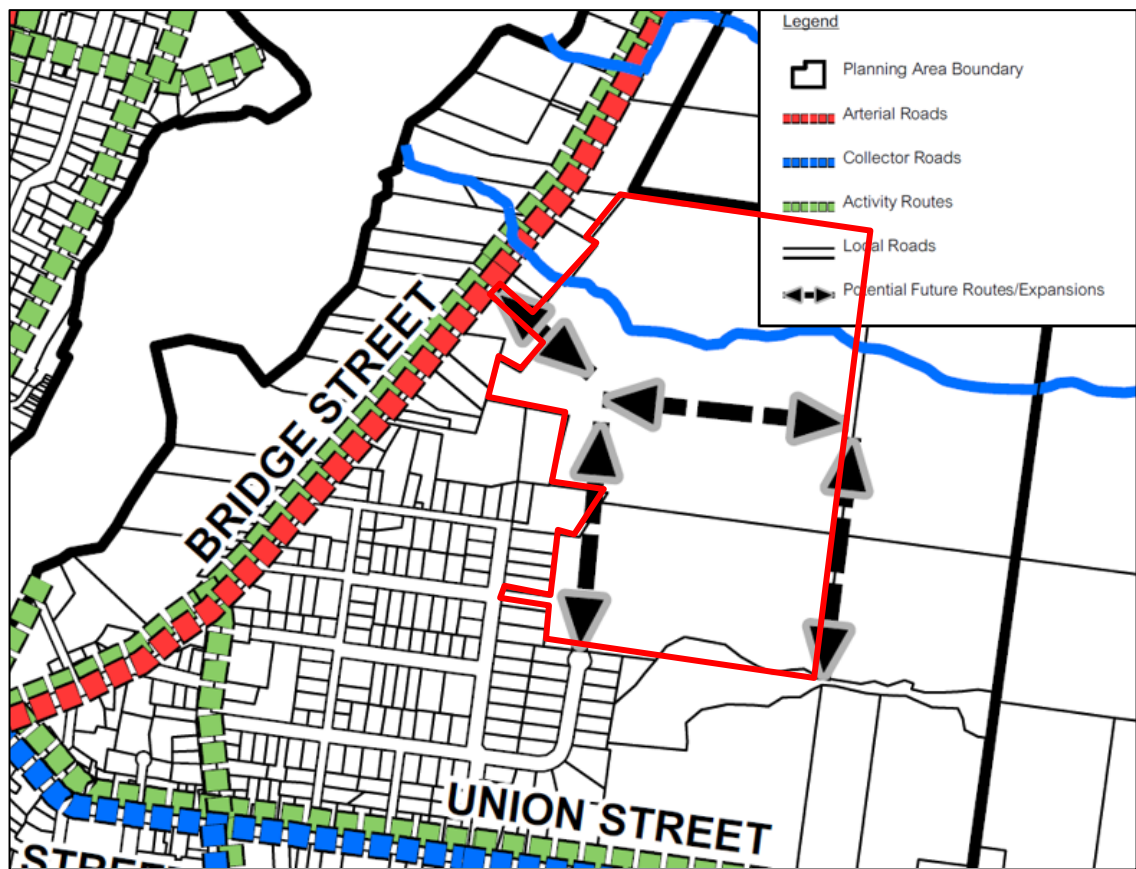


Figure 20: Excerpt from "Schedule B - Transportation Plan" of the Picton Urban Centre Secondary Plan

The Secondary Plan notes that Arterial Roads “are designed to carry relatively high traffic volumes and provide for the movement between principal generators and the intersection of County highways. Arterial Roads have a design right-of-way width of 30.0 metres and accommodate normal traffic speeds of 50 km/hr” (Section 3.1.2, Implementing Policy 1, a).

Response: Given that the subject lands have frontage on an Arterial Road (Loyalist Parkway), they are well positioned to be developed for residential development as Arterial Roads can accommodate large volumes of traffic. Loyalist Parkway is also identified as an activity route which is designed to accommodate non-vehicular modes of transportation (Section 3.1.2, Implementing Policy 1, d). The internal road network has been designed in a manner that encourages active transportation within the subdivision and onto Loyalist Parkway, which is a regional cycling corridor.

The internal roads which will connect directly to Loyalist Parkway and the adjacent neighbourhoods to the south (Owen Street and Street 'B') are proposed to be “Collector” roads (refer to Section 4.2.2 of this Report). The Collector roads are designed provide a higher volume of vehicular traffic into/out of the site as they are the external connecting roads for the site. The Collector cross-section also includes a multi-use pathway, which will accommodate grade-separated cycling in addition to pedestrian traffic. The other internal roads within the site will be Local Roads and will provide access to residential uses within the subdivision where lower traffic levels and speeds are anticipated.

Active Transportation:

The Secondary Plan requires Council to create a network of activity routes in Picton that includes sidewalks, paths and trails to accommodate all forms of transportation. The activity routes are encouraged to connect neighbourhoods to various activity centres including the Downtown Core, Harbour, park and open space areas (Section 3.1.4, Implementing Policy 1).

Response: The proposed development conforms to the Secondary Plan's objective to encourage active transportation in Picton as it will provide active transportation connections to Loyalist Parkway and existing neighbourhoods via Owen Street. Please refer to the accompanying Active Transportation Plan.

The Secondary Plan requires all new and existing roads in Picton to accommodate active transportation facilities including sidewalks and on-road bicycle lanes, as appropriate (Section 3.1.4, Implementing Policy 4).

Response: The proposed internal road network will be designed to accommodate active transportation including walking and cycling, particularly the proposed grade-separated multi-use pathway on the Collector roads providing external connections to/from the site. Please refer to the accompanying Active Transportation Plan for further details. Traffic calming measures could also be incorporated into the development. Appropriate pedestrian-oriented lighting and pedestrian signage/wayfinding will also be incorporated into the development, details of which will be addressed through the Final Plan approval for each phase.

Services and Utilities:

The subject lands are identified as being located within Service Area 1 on Schedule F of the Picton Secondary Plan (Figure 21). Development in Service Area 1 is to proceed on full municipal water and sewer services (Section 3.2.1). The proposed development will be serviced by municipal water and sewer services.

Section 3.2, Implementing Policy of 3 of the Picton Urban Centre Secondary Plan notes that the timing and priority of development in Picton is to be based on the following principles of serviceability and location:

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

Response: The proposed development complies with the above noted criteria as it represents a logical extension of existing development and will provide a compact form and pattern of development. The extension of servicing of the subject lands are not anticipated to result in the inefficient or uneconomical expansion of servicing as it will service in an area that is planned and designated for residential development.

The Secondary Plan requires the County to monitor water and wastewater servicing capacity to ensure that sufficient capacity exists to accommodate the 3 and 10 year housing supply targets required under the Provincial Policy Statement (Section 3.2, Implementing Policy 8).

Response: The Functional Servicing Report prepared by Arcadis IBI Group includes an analysis of the adequacy of the existing network to support the proposed development.

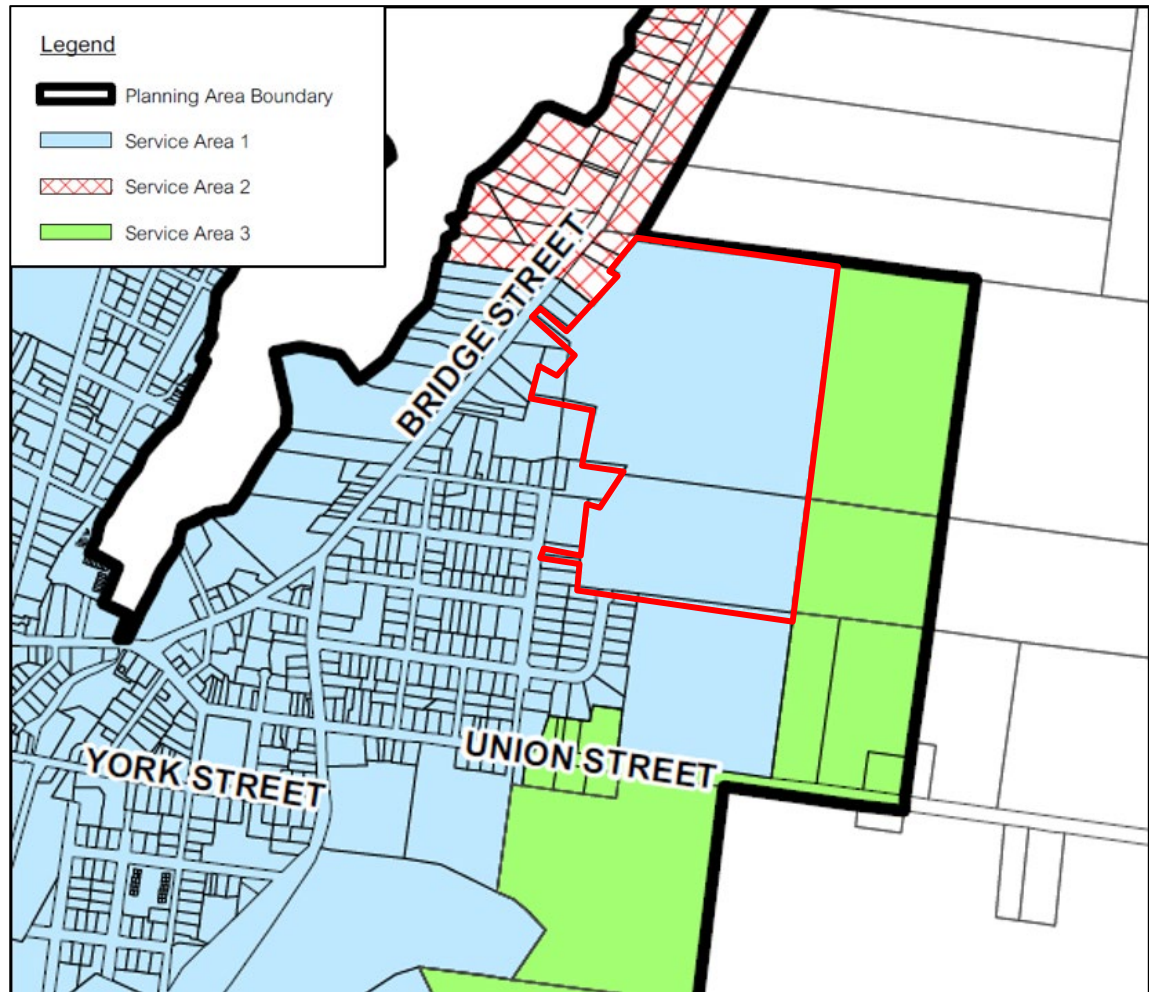


Figure 21: Excerpt from “Schedule F - Service Areas Map” of the Picton Urban Centre Secondary Plan

Town Design:

The Secondary Plan recognizes that “town design is an important element of community building and creating a sense of place since it shapes the look and feel of a place” (Section 4.1.). It is the intent of the Picton Urban Centre Secondary Plan to “recognize that design as an integral contributor to the quality of place and ensure that new development and redevelopment in Picton-Hallowell enhances community look and feel.” The proposed development will be designed to be compatible with existing development in terms of built form, which will be controlled through the implementing zoning. Certain details can also be included as part of the subdivision agreement for each phase and through site plan control agreements, where applicable.

The Secondary Plan requires the preparation of a design statement with “all planning applications to ensure that all design considerations of the Secondary Plan and relevant design guidelines that may be prepared are addressed” (Section 4.1., Implementing Policy 1).

Response: The analysis contained within this Planning Justification Report constitutes a design statement for the broader Draft Plan concept, understanding the limitations on controlling design of single, semi and row housing development at this stage of the process. The proposed zoning for the Draft Plan identifies proposed built form requirements and limitations which are, in our opinion, appropriate for the development

of the lands in the context of the neighbourhood, community and adjacent uses. The approach to have the design analysis statement outlined within the Planning Justification Report has been accepted by the County of Prince Edward as meeting this requirement of the Picton Urban Centre Secondary Plan (i.e. Rollins Investments and Port Picton).

The Secondary Plan requires new development and redevelopment to be “*visually compatible with the surrounding neighbourhood including its cultural and natural heritage features. Elements of compatibility to be considered include:*

- a. *sitting, scale and design of new development in relation to the characteristics of the surrounding neighbourhood, such as scale, massing, setbacks, access, landscape treatment, building materials, exterior design elements and lighting;*
- b. *Protection and enhancement of cultural and natural heritage features by means of siting, building design and landscape design; and,*
- c. *Architectural style, street pattern, and site arrangement where such style or arrangement represents a defining component of the surrounding neighbourhood or the historic or cultural significance of the area.”*

Response: The Draft Plan will be visually compatible and, in many respects, consistent with characteristics of the surrounding neighbourhood. The Draft Plan will generally be consistent in terms of the built form, as controlled through zone standards such as minimum lot sizes, yards and building heights.

The presence and significance of natural heritage features were evaluated by the Environmental Impact Assessment prepared by Ecological Services, which is supportive of the subject applications.

No cultural heritage features were identified on or directly adjacent to the subject property.

Section 4.1, Implementing Policy 6, of the Picton Urban Centre Secondary Plan requires “*new development and redevelopment to consider the range of elements that contribute to accessible, safe, and sustainable development in Picton-Hallowell. Future design guidelines should also reflect these elements including:*

- a. *Pedestrian amenities that cater to people of a range of ages, abilities, and needs in terms of access, signage, visual or auditory aids, landscape, seating, etc.:*
- b. *Site safety and security including enhanced lighting, visibility from the street, well-located and clearly marked building entries, accessibility for emergency services, limited pedestrian and vehicle interface and other principles of Crime Prevention Through Environmental Design (CPTED);*
- c. *Integration and interface between public spaces and private development, including pedestrian circulation to and through the site, streetscape and landscape, buffering and screening of yards;*
- d. *Green design of buildings, landscapes, active transportation facilities, and the preservation of natural features and areas; and,*
- e. *Integration, preservation and enhancement of cultural heritage resources.*

Response: The Draft Plan is designed to provide a safe and comfortable environment for pedestrians and considers CPTED principles. This includes public park spaces with significant frontage on a public road and minimal opportunities for concealment, noting that the design of the park space and associated lighting and landscaping is to be determined by the municipality. The use of site plan control for the townhouse block will provide further opportunity to ensure that CPTED principles are applied.

The proposed development will consider green design measures, where appropriate and feasible, noting that there are no significant natural heritage features on the subject property. The development includes a proposal for 3 metre wide multi-use pathways along the east-west and north-south Collector Road, as well as good connectivity within and at the edges of the site. This will encourage active transportation and minimization of private vehicle trips.

There are no known cultural heritage resources on or adjacent to the subject lands.

In Section 4.1.3, the Secondary Plan speaks to the development of taller buildings: *“The Secondary Plan permits taller buildings of three and four storeys in the extension of existing neighbourhoods. However, these buildings are to encourage to be located on interior streets away from existing low-rise development.”*

Response: The Draft Plan includes a townhouse block with a height compliant with the R3 zone provisions (15 metres), which is consistent with the heights contemplated by the Secondary Plan.

The Secondary Plan states that *“with respect to future development in the Town Residential Area, compatibility of design is a primary concern.”* Accordingly, the Secondary Plan *“encourages the extension of existing neighbourhoods in the Town Residential Area and new neighbourhoods within the Height Development Area to be based on a grid-like pattern of streets so as to provide a strong circular 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”* (Section 4.1.1.4).

Response: The Draft Plan has been designed using a grid-pattern street network to provide appropriate connections to existing neighbourhoods and to encourage active transportation. As requested by the municipality, additional opportunities for appropriate future road connections have also been provided to undeveloped lands to the north and east of the subject lands to ensure that the road network can be extended in the future.

Green Design:

The Secondary Plan notes that *“green design is an important part of reducing greenhouse gas emissions community-wide and mitigating the impacts of community development on climate change”* (Section 4.1.3.). It goes on to identify that *“It is the intent of the Secondary Plan to encourage green design in Picton-Hallowell to support clean air, water, energy, food, transportation, waste matters and the environment [and to] encourage the use of [LEED standards] for new buildings and new neighbourhoods”* (Section 4.1.3, Guiding Policies 1 & 2).

Section 4.1.3, Implementing Policy 2 states of the Secondary Plan notes that *“Council shall 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 connective, 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,*
- d) *Building compact, higher density developments that consume less land.”*

Response: The Draft Plan has been designed to be supportive of active transportation. The primary east-west (Street B) and north-south (Owen Street extension) Collector Roads include a 3 metre wide separated multi-use path that will encourage active transportation within and through the site. The other roads within the subdivision include a sidewalk on one side of the street and provide room for

street-tree plantings on both sides of the avenue. Two Park blocks provide opportunities for tree planting. The proposed development provides opportunities for increased densities compared to the traditional single detached development typically found in Picton. The mix and range housing types and densities (i.e. single, semi-detached and townhouse dwellings) will provide residents with more housing options and will consume less land than a subdivision typified by single and semi-detached forms only.

Section 4.1.3 of the Secondary Plan also identifies support for other sustainable practices, including: *“green design initiatives to reduce water use, improve water quality and increase energy efficiency (Implementing Policies 2 & 3) [and] green design initiatives to reduce the need to drive and to reduce waste materials and the impacts of development”* (Section 4.1.3, Implementing Policies 5, 6 & 7).

Response: The proposed development has been designed to support green design initiatives, particularly providing a grid-like street network that supports walkability, and a separated multi-use path along Collector Roads connecting to the external street network. Other details of the design of the development (e.g. enhanced landscaping, planting of drought-tolerant plants) can be addressed as a condition of Draft Approval and through site plan control for applicable development blocks.

Housing:

The Secondary Plan acknowledges that a wider range of housing types than is currently available is needed to accommodate the growing diversity of household types (Section 4.3.). Accordingly, it is the intent of the Secondary Plan to *“provide for and promote a full range of housing in terms of forms, tenure and affordability to meet the current and future needs of residents in Picton-Hallowell”* (Section 4.3, Guiding Policy 2).

The Secondary Plan encourages the provision of affordable housing by “supporting increased residential densities in appropriate locations and promoting a full range of housing types- including semi-detached, duplex, triplex, townhouses, and apartments as part of development or redevelopment” (Section 4.3, Implementing Policy 6a). The Secondary Plan also encourages the provision of affordable housing by permitting second units within existing and proposed single-detached, semi-detached and townhouse units, and accessory units as appropriate” (Section 4.3, Implementing Policy 6c)

Response: The proposed development provides a mix and range of housing types and densities including single detached, semi-detached and townhouse dwellings. The County of Prince Edward Zoning By-law 1816-2006, as amended permits second units’ as-of-right. Potential residents of the new development could develop second units on their property which represents another form of affordable housing.

Parks and Open Space:

The Secondary Plan acknowledges that parks and open space areas serve an important role in developing healthy and active communities as they support exercise, a healthy community and a healthy environment (Section 4.6).

The Secondary Plan requires parkland dedication for residential development and redevelopment equivalent to 5 percent of the subject land area, and/or dedication at a rate of one hectare per 300 units (Section 4.6, Implementing Policy 6).

Response: The current County of Prince Edward Parkland Dedication By-law (By-law No. 2885-2011) requires a parkland dedication of 5% for residential development. The proposed development provides 1.06 hectares of unconstrained parkland, which satisfies the requirement.

The Secondary Plan states “land accepted for parkland dedication can achieve the County’s requirements for the type of parkland to be provided, and is consistent with the goals, policies, and schedules of this Plan (Section 4.6, Implementing Policy 9).

Response: The proposed parkland blocks are in suitable locations and notably parkland Block 19 enhances the existing public open space located behind the Pine Ridge Subdivision by providing frontage on a public road.

Environmental Management:

The subject lands are identified as being located within Intake Protection Zone 2, as shown on “Schedule D: Secondary Plan Constraints Map” (See Figure 22). The Secondary Plan requires Council to “ensure that future development located within identified Intake Protection Zone as shown on Schedule D: Secondary Plan Constraints Map, is a permitted use and conforms to the requirement of the Quinte Region Source Water Protection Plan” (Section 4.7.1, Implementing Policy 6).

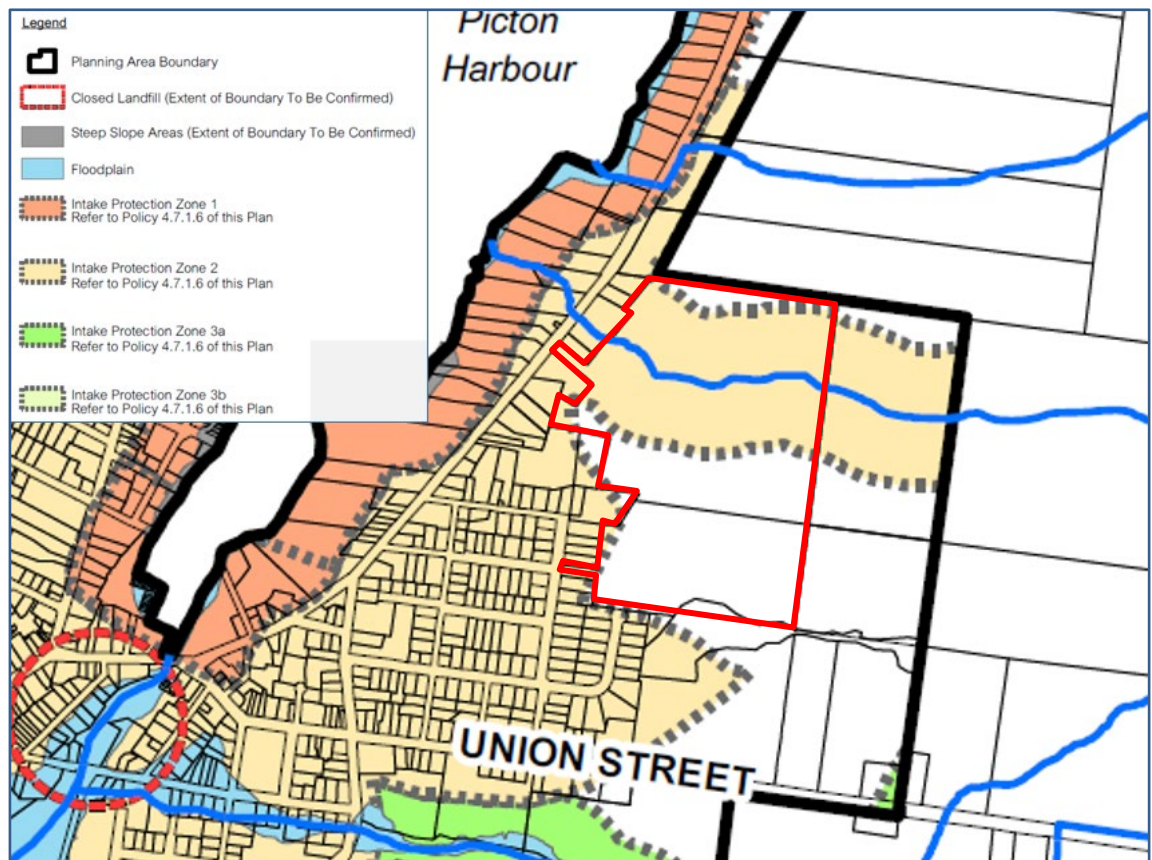


Figure 22: Excerpt from “Schedule D - Secondary Plan Constraints Map” of the Picton Urban Centre Secondary Plan

Response: Residential uses are permitted within the Intake Protection Zone. The proposed development will be reviewed by the Risk Management Officer (RMO) at Quinte Conservation. Any further information or conditions required by the Risk Management Officer will be addressed.

The Secondary Plan requires Council to “consider the potential impact of new development on groundwater quality and quantity and ensure that resources and its ecological functions will not be negatively impacted” (Section 4.7.1, Implementing Policy 7).

Response: A Geotechnical Investigation and Hydrogeological Investigation was prepared by Malroz Engineering Inc. in support of the development to evaluate the potential impact of new development on groundwater quality and quantity. The Hydrogeological Investigation contains recommendations to ensure that groundwater quality and quantity will not be negatively impacted by the development.

Natural and Human-Made Hazards:

It is the intent of the Secondary Plan to “*protect residents and properties in Picton-Hallowell from potential natural and built environmental hazards*” (Section 4.8). The subject lands are identified as being located within the Picton Gas Pool as shown on Schedule E: Secondary Plan Gas Well Map (See Figure 23).

The Secondary Plan requires the “*preparation of a Phase One Environmental Site Assessment in support of any development or site alteration on lands with a historic use that may have resulted in contamination or on lands adjacent to known or suspected contaminated sites.*” (Section 4.8, Implementing Policy 11).

Response: The subject lands were previously occupied by a mobile trailer home. A Phase 1 ESA was prepared in accordance with Ontario Regulation 153/04 Records of Site Condition by Malroz Engineering Inc. The Phase 1 ESA concluded that a Record of Site Condition was not required under the Environmental Protection Act or its regulations, but did recommend that the owner conduct a Phase 2 ESA, though it is noted that such a study is not required under the EPA.

The Secondary Plan requires Council to “*recognize that abandoned (unused) wells may pose a threat to the environment and to public health and safety, and that at least 18 license are known to have been issued for gas well production from the Picton Pool, as generally shown on Schedule E and individually identified on digital maps available online from the Oil, Gas and Salt Resources Library (Section 4.8, Implementing Policy 18)*”.

The Secondary Plan requires that “*a proponent for development determine whether a well exists or has existed on the subject lands, and should a well be known to exist or have existed, consult with the Ministry of Natural Resources to determine whether a potential hazard exists and if so, what measures can be taken to ensure that the well is properly plugged, capped or otherwise made safe in accordance with Provincial standards*” (Section 4.8, Implementing Policy 19).

Response: The Geotechnical Report and Hydrogeological Investigation, prepared by Malroz Engineering Inc. concluded that no gas signs or presence of gas well were observed on the site for both drilling fieldwork and subsequent hydrogeological work. If any suspected gas wells are uncovered during work in the immediate area will be discontinued and a licensed well contractor will be retained to appropriately decommission the well in accordance with applicable legislation

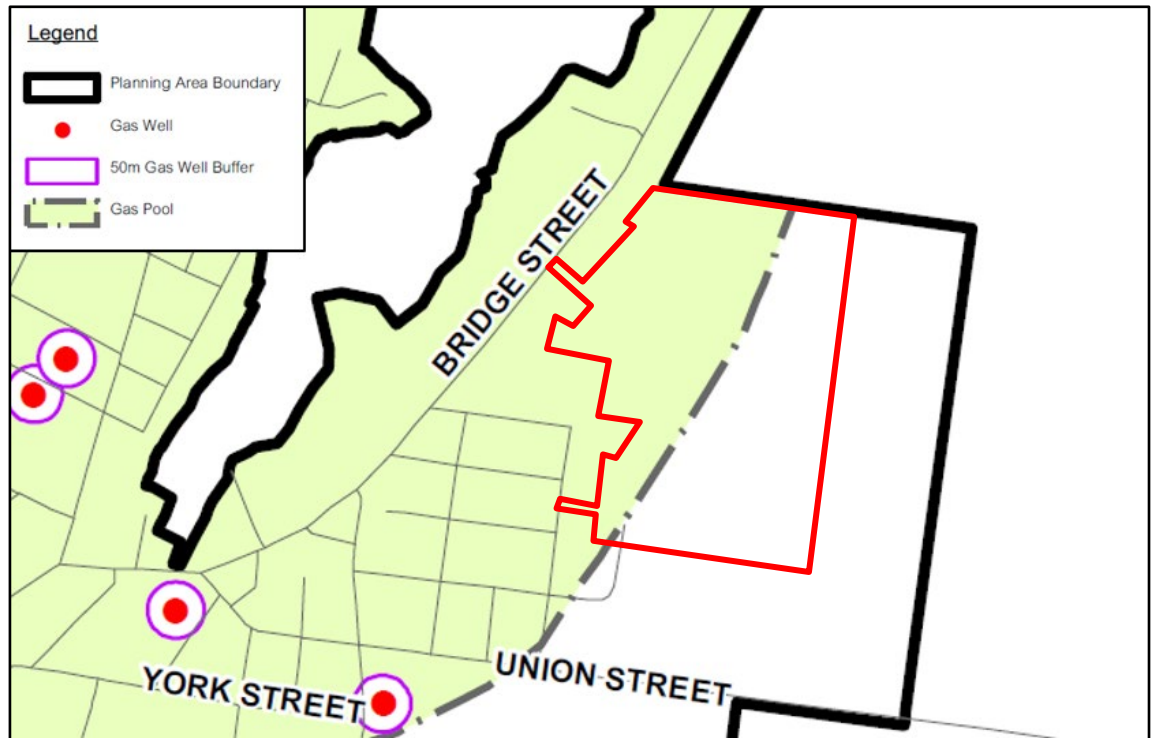


Figure 23: Excerpt from “Schedule E - Secondary Plan Gas Well Map” of the Picton Urban Centre Secondary Plan

Summary:

The proposed development conforms to the objectives and goals of the Picton Urban Centre Secondary Plan to provide a mix and range of housing types and densities in the Town Residential Area. The proposed development will provide residents with increased housing choices beyond the traditional single detached dwellings by providing higher density housing forms such as townhouse units. A grid-like street pattern is also proposed in order to provide a well-connected community that supports and encourages active transportation. It is anticipated that the subdivision will be compatible with existing development by providing connections to existing neighbourhoods and by locating higher density housing (particularly the apartment block) in the interior of the development away from existing low-rise neighbourhoods. The proposed development has also designed to support sustainability and contribute to community efforts to reduce greenhouse gas emissions by encouraging active transportation (i.e. appropriate road design to accommodate cyclists and pedestrians) throughout the development. The proximity of the subject lands to the existing core area of Picton with its commercial uses, services and amenities supports the creation of a complete and healthy community. The proposed development has also been designed to comply with the density targets of the Picton Urban Secondary Plan.

7 Urban Design Brief

7.1 Design Goals and Objectives

The design goals and objectives of the proposed development include a building and site design that:

- Maintains compatibility with the surrounding neighbourhood;
- Utilizes the site in an effective and efficient manner;
- Provides a user-friendly experience and a design that promotes accessible and safe interaction between the site and the existing street network; and
- Supports active transportation.

7.2 Site Context

The subject lands are located within the Picton Urban Area. The site is well-situated within proximity to commercial amenities, schools, and recreational areas. North and east of the subject lands is undeveloped land. Lands to the north are outside of the settlement area boundary and the lands to the east are designated for residential uses. Lands to the south have recently been developed with residential subdivisions. To the west is an established residential neighbourhood consisting primarily of single detached dwellings, noting that uses to the northwest front onto Bridge Street directly and include some small-scale commercial. In the surrounding neighbourhoods, the built form is defined by suburban residential primarily consisting of single-detached residences with building heights of approximately one to two-and-a-half storeys with attached garages. The size of the garage and driveway lengths vary from house to house. As illustrated below, the exteriors of the buildings feature various styles, colours, and materials (siding, brick, stone with predominantly asphalt shingle roofs).

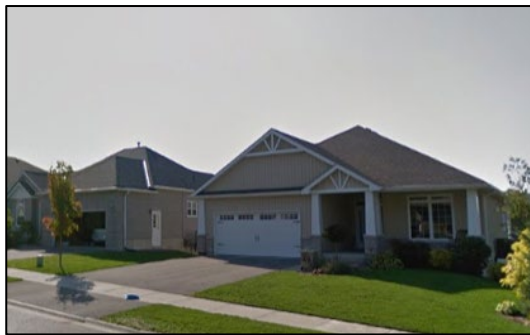


Figure 24 Sample Built Form on Owen Street (Google Maps, 2020)



Figure 25 Sample Built Form on John Street (Google Maps, 2020)



Figure 26 Sample Built Form on Bridge Street (Google Maps, 2020)

7.3 Proposed Development

Through the application for Draft Plan of Subdivision and Zoning By-law Amendment, the owner proposes to develop a residential subdivision consisting of a mix of single-detached, semi-detached, and townhouse dwellings. The proposed Draft Plan has been designed to work with and complement the context of the existing neighbourhoods. The design of the Draft Plan is compatible with existing development and is typical of modern suburban development utilizing a “grid” pattern road network, which provides multiple road and walkway connections to the existing built-up areas.

The Draft Plan connects to the existing street network at Owen Street and Bridge Street, as well as a pathway connection to John Street. The overall scale, massing and form of the development, as controlled through the proposed lot layouts and implementing zoning standards, is designed to fit well within the existing urban fabric. The size of the lots and street cross sections are consistent with the existing subdivisions to the south of the subject lands. The images below provide examples of various houses built by Hilden Homes in nearby communities and represent examples of building types that are anticipated to be developed in the subject subdivision.

As illustrated below, the dwellings are typically one to two-and-a-half storeys in height with attached garages and utilize a range of materials (stone, siding, shingles etc.) which are compatible with existing development. It is important to reiterate that “compatible” does not mean “the same as”, but that the proposed built form of the plan of subdivision will be designed to be complementary to the existing residential development. A range of building designs would be complimentary to the existing neighbourhoods given the range of materials and building forms that currently exist along Owen Street, John Street, and Bridge Street.



Figure 27 Sample Building Exterior - Antonia Heights, Quinte West (Hilden Homes)

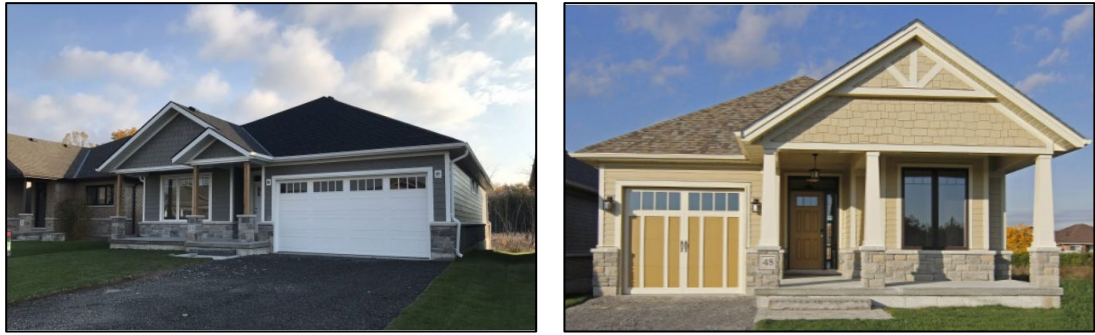


Figure 28 Sample Building Exterior - Mercedes Meadow, Belleville (Hilden Homes)

It is noted that the developer of the subdivision will not necessarily be the builder of the development and that the images above are included to illustrate typical modern suburban housing located in the area and provide an example of housing types that could be developed as part of the Draft Plan. However, the ultimate design of the buildings will be up to the builder or home buyer. The final design of the proposed dwellings will be subject to the applicable zone requirements.

7.4 General Urban Design Principles

Open Views

The Draft Plan is not anticipated to impact significant views/vistas or natural features or landmarks near the subject lands. The development consists of primarily low-rise residential development and is compatible with the scale and form of adjacent residential development.

High Design Standards

The majority of the built form in the urban area of Picton displays traditional low-density and low-rise residential and main street commercial styles. In a contemporary design, the development supports quality design standards through construction and materiality.

Architectural Continuity

The proposed single-detached, semi-detached and townhouse dwellings are all complimentary to the surrounding residential development and will appear to be a natural contemporary extension to the existing neighbourhoods to the south and west.

Streetscape

The anticipated streetscape, including lot spacing and sizing will provide a compatible continuation of the existing streetscape of the neighbourhoods to the south and west of the subject lands. The grid pattern street layout will provide defined blocks, with sidewalks and walkway connections providing an attractive walkable environment. The proposed parkland blocks and widened boulevard of Street B will create an enhanced central corridor with a park.

The proposed zoning allows for a balanced front yard and exterior side yard setback that allows for an efficient use of land while not “crowding” the suburban streetscape consistent with the surrounding existing subdivisions.

Pedestrian Circulation

Pedestrian circulation is provided via paved sidewalks and pathways shown on the sample cross sections. The proposed street network and pathways provide direct access to each of the lots as well as the proposed parks and adjacent residential developments. A 3 metre wide pathway is proposed along the north-south and east-west Collector Roads in the subdivision (Owen Street

extension and Street B). A pedestrian connection is also proposed linking the subdivision to the John Street/Low Street intersection, which provides a more direct pedestrian connection, and therefore shortened walking distance, to Bridge Street, particularly for the southern portion of the subdivision.

Landscaping

The two parkland blocks will be designed and programmed by the municipality in accordance with their policies for parkland development.

The proposed public road rights-of-way provide sufficient width for a planted boulevard on either side of the paved portion of the road and the sidewalk. Street B is proposed to have a widened 22 metre cross-section, and Owen Street is proposed to have a 20 metre cross-section which will accommodate the 3 metre wide multi-purpose pathway as well as provide the opportunity for enhanced landscaping within this primary east-west collector road.

The landscaping of individual lots will be determined by the private land owners, though it is anticipated that landscape plans will be required as part of the site plan approval process for the apartment in Block 3 and the multiple townhouse block development in Block 13.

Parking

Parking will be provided for each lot of the Draft Plan. Parking is proposed to be located in attached garages and within the driveway, typical of other traditional suburban developments located within the area. On-street parking is also anticipated to be provided for visitors and general short-term usage (noting that overnight parking in the winter will be prohibited).

The townhouse block development in Block 13 may accommodate some small visitor parking areas as it is anticipated that a narrower private road/driveway within this block will not accommodate on-street parking.

Privacy

No negative impacts to privacy are anticipated as a result of the subdivision design. Where similar built forms are developed in proximity to one another, such as singles, semis and townhouses, there is minimal opportunity to create obtrusive overlook. Adequate minimum yards are provided to ensure that there is sufficient rear yard space to create private amenity areas within each lot.

8 Zoning By-law

The subject lands are zoned Future Development ‘FD’, zone on the southern half the site, site specific Urban Residential Type 3 ‘R3-30-H’ zone in the middle of the site, and Open Space ‘OS’ and site specific Institutional ‘I-28-H’ at the northern end of the site. A Zoning By-law Amendment is required in to implement the proposed Draft Plan of Subdivision.

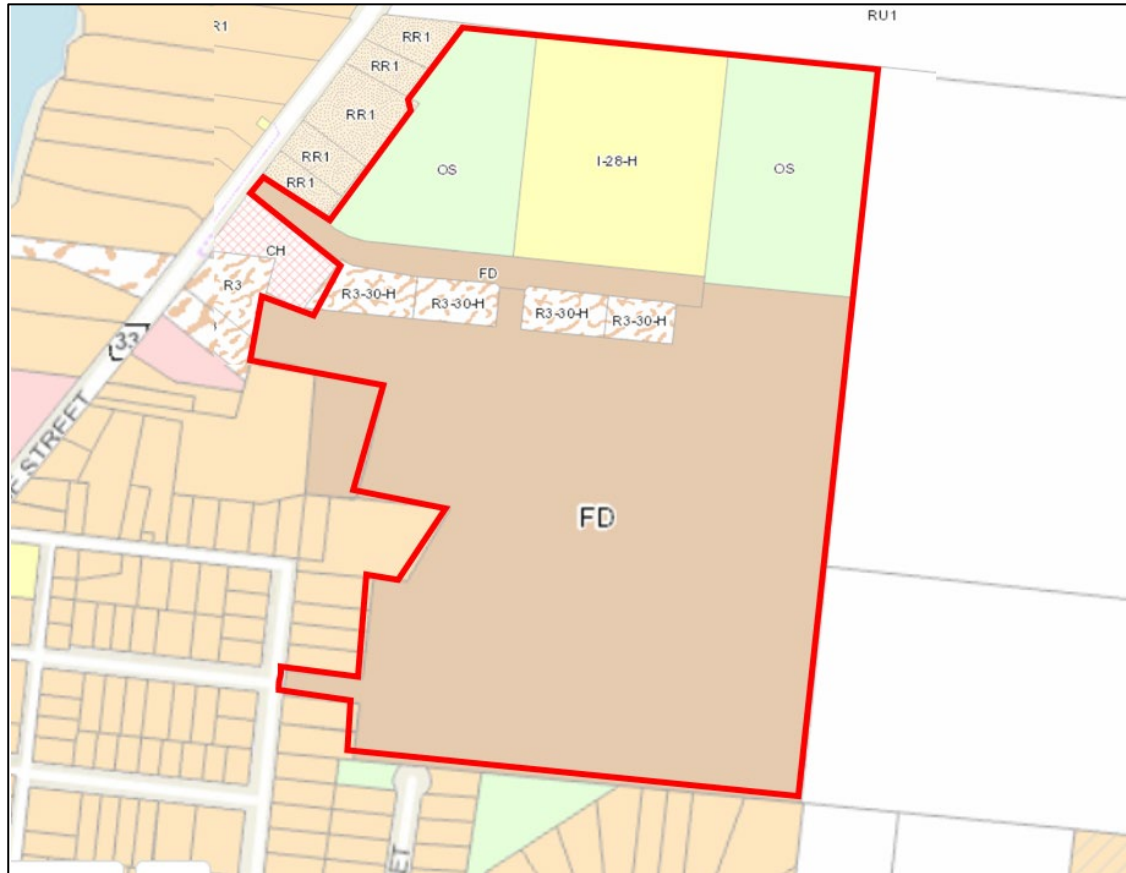


Figure 29 Zoning of the subject lands per Zoning By-law 1816-2006 (Source: PEC Public GIS Viewer)

The existing zoning generally permits the following uses:

- The Future Development (FD) zone permits existing uses, agricultural uses and public uses/utilities. No new residential uses are permitted, thus necessitating a Zoning By-law Amendment to permit the proposed residential uses.
- The R3-30-H Zone includes site specific provisions to accommodate a senior’s housing complex in the form of bungalow townhomes proposed as part of the previous development concept.
- The Open Space (OS) zone permits a range of uses. Residential uses are prohibited in the OS zone. The lands in the OS had been proposed to be used for a stormwater pond and dedicated as parkland as part of the previous development concept.
- The I-28-H zone includes site specific provisions to accommodate a four-storey Retirement Residence proposed as part of the previous development concept.

The lands are proposed to be rezoned to implement the proposed Draft Plan of Subdivision. The intention is to implement zoning that maximizes the number of permissible residential units while maintaining flexibility to provide a mix of building types and densities. This includes consideration of a “Lot-Less Blocks” approach where a minimum/maximum number of units is allowed within a block, with the range of residential buildings forms and the performance provisions for each form controlled through the site-specific zoning. The residential density would be determined at Final Approval of each phase of the development, but the overall density of the development would have to remain consistent with that contemplated by the applicable Official Plan and/or Secondary Plan policies.

In this case, the overall net density of the development across all phases would have to fall within the minimum and maximum allowed (17.3 and 37 dwelling units per net hectare). The proposed development will satisfy these policy requirements.

The existing Zoning, which was approved for a previous development proposal, does not satisfy the zoning requirements for the proposed Draft Plan of Subdivision. Therefore, an amendment to the Zoning By-law is required and is intended to provide for the implementation of the Draft Plan of Subdivision. It is acknowledged that through the proposed subdivision layout and implementing zoning may evolve as the review of the development applications is undertaken by the municipality.

The proposed zoning for the Draft Plan of Subdivision is outlined in Table 8, below.

Table 11: Land Uses and Number of Units per Block

BLOCK NUMBER	LAND USE	PROPOSED ZONING
1, 2, 3, 4, 6, 7, 8, 9, 14, 15, 16, 17, 18, 20, 21, 23 & 24	Single Detached Semi-Detached Street Fronting Townhouse	R3-X
13	Townhouse	R3-Y
12	Stormwater Management Facility	Open Space (OS)
11, 19	Park	Open Space (OS)
10	Water Booster Station	Open Space (OS)
26	0.3 Metre Reserve	Open Space (OS)
25	Future Residential	R3-X

8.1 Proposed Zoning By-law Amendment Text

8.1.1 R3-X

Notwithstanding any provision of this By-law to the contrary, the lands designated as R3-X shall be used in accordance with the following provisions:

ZONE PROVISION	REQUIRED	PROPOSED
1) Permitted Uses	Single-detached Semi-detached Townhouse	Single-detached Semi-detached Townhouse One second unit or one garden suite
2) Prohibited Uses	n/a	Short Term Accommodations (STAs)

3) Lot Area (minimum)		
i. Single Detached Dwelling	n/a	354 sq.m.
ii. One Unit of a Semi-Detached Dwelling	325 sq. m	290 sq.m.
iii. One Semi-Detached Dwelling	650 sq. m	590 sq.m.
iv. Townhouse Dwelling per Dwelling Unit	250 sq. m	Interior unit: 175 sq.m. Exterior unit: 205 sq.m. Exterior unit (corner lot): 300 sq.m.
4) Lot Frontage (minimum)		
i. Single-Detached Dwelling	n/a	12 m
ii. One unit of a semi-detached dwelling	9 m	10 m
iii. One semi-detached dwelling	18 m	20 m
iv. Townhouse dwelling where each unit fronts onto a public street	7 m	Interior Unit: 6 m Exterior Unit: 7 m Exterior unit (corner lot): 10.5 m
5) Minimum Yards		
i. Front Yard (minimum)	Single: n/a	6 m
	Semi: 7.5 m	6 m
	Townhouse: 7.5 m	6 m
ii. Exterior Side Yard (minimum)	Single: 7.5 m	4.5 m
	Semi: 7.5 m	4.5 m
	Townhouse: 7.5 m	4.5 m
iii. Interior Side Yard (minimum)	Single: n/a	1 m
	Semi – on attached side: 0 m	0 m
	Semi – on other side: 2.5 m	1 m
	Townhouse – on attached side: 0 m	0 m
iv. Rear Yard (minimum)	Single: n/a	7.5 m Decks may project into a required rear yard a maximum of 4.5 m
	Semi: 7.5 m	7.5 m

		Decks may project into a required rear yard a maximum of 4.5 m
	Townhouse: 7.5 m	7.5 m Decks may project into a required rear yard a maximum of 4.5 m
6) Maximum Lot Coverage	Single: 35%	Interior Lots (dwelling): 46% Interior Lots (accessory): 12% Corner Lots (dwelling): 35% Corner Lots (accessory): 10%
	Semi: 35%	Interior Lots (dwelling): 49% Interior Lots (accessory): 13% Corner Lots (dwelling): 37% Corner Lots (accessory): 10%
	Townhouse: 35%	Interior Unit (dwelling): 55% Interior Unit (accessory): 15% Exterior Unit (dwelling): 47% Exterior Unit (accessory): 13% Exterior Unit - corner lot (dwelling): 31% Exterior Unit - corner lot (accessory): 9%
7) Minimum Landscaped Open Space	Single: n/a	Interior Lots: 30% Corner Lots: 35%
	Semi: 35%	Interior Lots: 25% Corner Lots: 35%
	Townhouse: 35%	Interior Unit: 20% Exterior Unit: 31% Exterior Unit (corner lot): 35%
8) Maximum Height of Buildings	15 m	12 m
<i>All other provisions as per Zoning By-law</i>		

NOTE: the site-specific by-law shall be worded to identify that any lot that has reduced minimum lot area, frontage, yards, landscaped open space or increased maximum lot coverage due to a sight triangle dedicated to the municipality shall be deemed to comply with the applicable provisions of the By-law.

8.1.2 R3-Y

Notwithstanding any provision of this By-law to the contrary, the lands designated as R3-Y shall be used in accordance with the following provisions:

ZONE PROVISION	REQUIRED	PROPOSED
1) Permitted Uses	Townhouse	Townhouse
2) Prohibited Uses	n/a	Short Term Accommodations (STAs)
3) Lot Line, Front (Section 3.124)	Lot Line abutting an improved public street shall	Notwithstanding anything else in the by-law to the contrary, a private road shall be considered equivalent to a public

	be deemed to be the front lot line.	street for the purposes of applying those provisions referencing or related to frontages, yards, streetlines or similar. Where a lot or dwelling abuts both a private road and a public street, the lot line parallel to the wall containing the main entrance to the dwelling shall be considered to be the front lot line.
4) Lot Area (minimum)		
Townhouse Dwelling per Dwelling Unit	250 sq. m	Interior unit: 168 sq.m. Exterior unit: 195 sq.m. Exterior unit (corner lot): 294 sq.m.
5) Lot Frontage (minimum)		
i. Townhouse dwelling which does not front onto a public street	30 m	Interior Unit: 6 m Exterior Unit: 7 m Exterior unit (corner lot): 10.5 m
6) Minimum Yards		
i. Front Yard (minimum)	Townhouse: 7.5 m	6 m
ii. Exterior Side Yard (minimum)	Townhouse: 7.5 m	4.5 m
iii. Interior Side Yard (minimum)	Townhouse – on attached side: 0 m Townhouse – on other side: 2.5 m	0 m 1 m
iv. Rear Yard (minimum)	Townhouse: 7.5 m	6.0 m Decks may project into a required rear yard a maximum of 3.0 m
7) Maximum Lot Coverage	Townhouse: 35%	Interior Unit (dwelling): 57% Interior Unit (accessory): 11% Exterior Unit (dwelling): 49% Exterior Unit (accessory): 9.2% Exterior Unit - corner lot (dwelling): 33% Exterior Unit - corner lot (accessory): 6%
8) Minimum Landscaped Open Space	Townhouse: 35%	Interior Unit: 21% Exterior Unit: 33% Exterior Unit (corner lot): 35%
9) Maximum Height of Buildings	15 m	12 m
<i>All other provisions</i>	As per the R3 Zone for Townhouse dwellings	

NOTE: the site-specific by-law shall be worded to identify that any lot that has reduced minimum lot area, frontage, yards, landscaped open space or increased maximum lot coverage due to a sight triangle dedicated to the municipality shall be deemed to comply with the applicable provisions of the By-law.

12697 LOYALIST PARKWAY
PRINCE EDWARD COUNTY

Prepared for Hilden Homes

9 Summary and Conclusion

The accompanying Zoning By-law Amendment, and Draft Plan of Subdivision applications seek to permit the development of the subject property for a residential community. The proposed applications provide for the extension of existing municipal roads and infrastructure and the development of a new grid-pattern road network, together with a range and mix of residential housing forms (single detached, semi-detached and townhouse dwellings) to provide housing choice and meet the needs of the growing municipality.

The proposed Draft Plan of Subdivision confirms with the policies of the 2006 and 2021 Official Plan, the Picton Urban Centre Secondary Plan and is consistent with the policies of the 2020 Provincial Policy Statement as outlined in this Report. Based on our analysis and that of the supporting studies, it is our professional opinion that the proposed Draft Plan of Subdivision is an appropriate use of the subject lands and constitutes good land use planning.

This Planning Justification Report should be considered in conjunction with the other supporting technical studies and plans. We request that this updated plan and supporting information be made available to the technical review agencies, the community and Council. In addition, we request that staff undertake a review of the updated Draft Plan of Subdivision and for the municipality to schedule the Public Meeting.

Should there be any questions or clarification required, please do not hesitate to contact the undersigned.

Sincerely,

Arcadis | IBI Group

Emma Stucke

Emma Stucke, MCIP, RPP
Planner

Douglas W. Stewart

Douglas W. Stewart, MCIP, RPP
Associate, Manager, Urban & Regional
Planning

We hereby certify that this Planning Justification Report was prepared by a Registered Professional Planner, within the meaning of the Ontario Professional Planners Institute Act, 1994.

