

Planning Justification Report - Tulip Estates

12697 Loyalist Parkway Prince Edward County



Prepared for Hilden Homes
by IBI Group

August 2019

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1 Introduction

This Planning Justification Report is provided in support of a request by Hilden Homes to permit a residential Draft Plan of Subdivision and implementing Zoning By-law Amendment. The proposed residential development provides for a range and mix of housing types and densities (single detached dwellings, semi-detached dwellings, townhouse dwellings and apartment dwellings). 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, Parts 3, 4, 5 & 6 on 47R-4919, Hallowell and known municipally as 12697 Loyalist Parkway in the Settlement Area of Picton-Hallowell within the County of Prince Edward.

The subject property is currently 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 a lot 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. Although not part of the proposed Draft Plan of Subdivision, the owner also owns lands that front onto John Street at the terminus of Low Street.

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

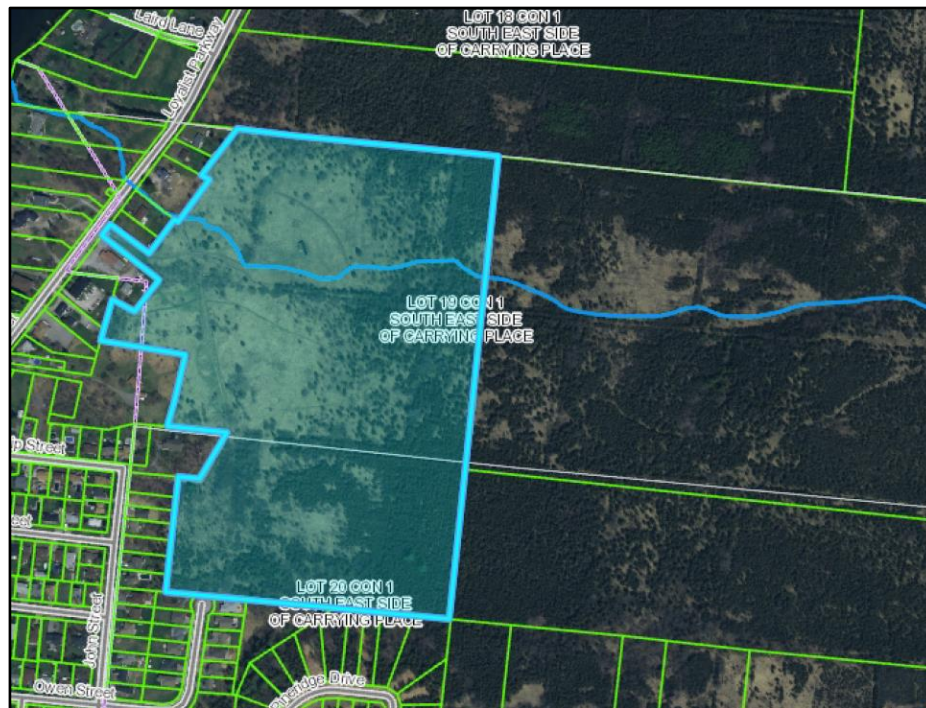


Figure 1: Air Photo of Subject Property (Source: Prince Edward County Public GIS Viewer)

This 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. The planning analysis and justification includes the evaluation of the proposed development in accordance with the Provincial Policy Statement for “consistency with”, the County of Prince Edward Official Plan, the Picton Urban Centre Secondary Plan for “conformity to” and the County of Prince Edward Comprehensive Zoning By-law 1816-2006, as amended.

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 Environmental Site Assessment;
- Hydrogeological Report;
- Environmental Impact Study as in accordance with Ontario Regulation 153/05
- Stage 1 & Stage 2 Archaeological Assessment;
- Geotechnical Study;
- Block Plan/Plot Plans for each building type;
- Proposed Zoning;
- Landscape/Tree Planting Plan; and,
- Traffic Impact Study;

The above noted studies have been completed and will be submitted together with the appropriate application forms and fees in support of the applications for Draft Plan Approval and the implementing Zoning By-law Amendment.

County Staff had also identified the requirement for the submission of a Heritage Impact Study if the subject property was abutting any properties designated under Part IV of the *Ontario Heritage Act*. A review of the County of Prince Edward Index of Properties Designated under the Ontario Heritage Act and the Prince Edward County Public GIS Viewer confirmed that no designated heritage properties abut or are within close proximity to the subject lands. Accordingly, a Heritage Impact Study is not required.

3 Subject Property Overview and Context

3.1 Subject Property History

There is a recent 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) to permit the development of 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.

Technical information submitted in support of the previous applications 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. Following the municipal approvals in 2011, this development as proposed did not proceed. Hilden Homes secured ownership of the property in 2017. 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 dwellings, semi-detached dwellings, townhouse dwellings units and apartment units). The applicant's proposal will provide for a greater mix of housing types than did the previous 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.

3.2 Comparison of Previous Proposal & Current Proposal

The previous Draft Plan of Subdivision was proposed for the 8.4 hectare (20.8 acres) northern portion of the subject lands. The previous proposal was comprised of seven (7) blocks for seniors housing and a new public street.

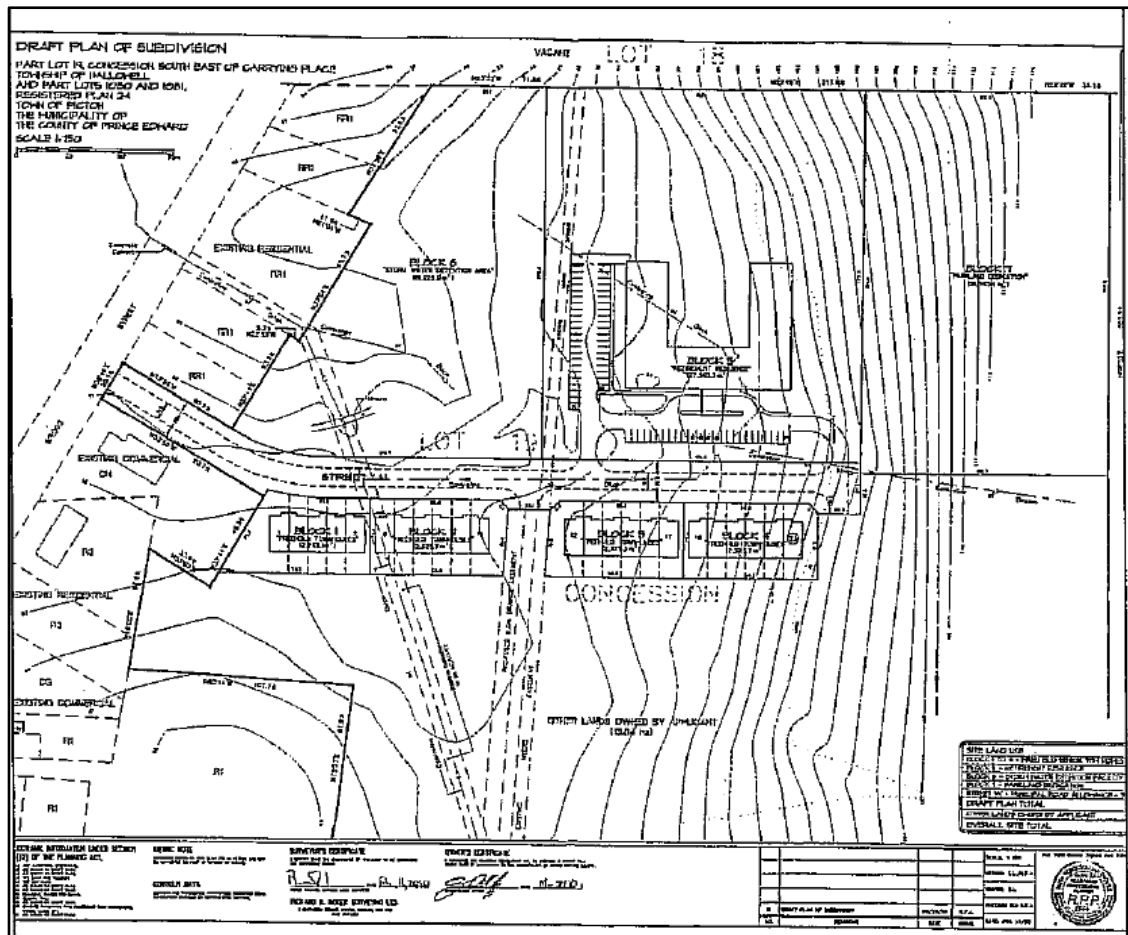


Figure 2: Draft Plan of Subdivision, prepared by RFA Planning Consultant, February 11, 2010

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.

The current request is to develop the subject lands for a residential development comprised of a mix and range of housing types and densities. The proposed development will be oriented to a broad and diverse segment of the housing market and will provide a range and mix of housing types beyond single detached dwellings, as indicated in the Draft Plan of Subdivision (Figure 3).

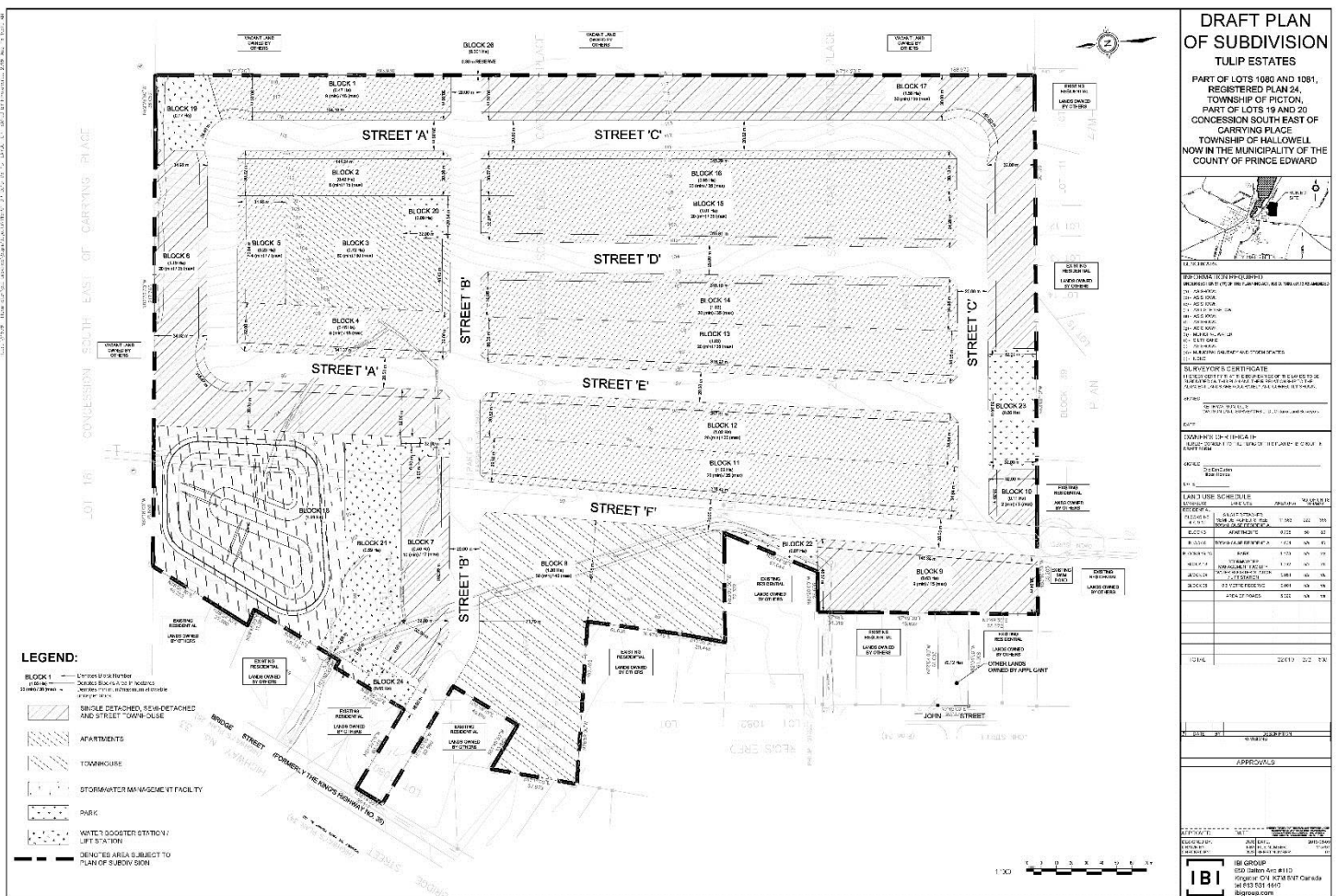


Figure 3: Draft Plan of Subdivision, prepared by IBI Group, August 2019

The subject proposal includes a variety of parkland blocks as well as active transportation connections. The key differences between the current development proposal and the previous development proposal are outlined in Table 1.

Table 1: Comparison of Previous Proposal to Current Proposal

PROVISION	PREVIOUS PROPOSAL	CURRENT PROPOSAL
Built Form	Townhouse Bungalows 4 Storey Apartment	Single-detached dwellings, Semi-detached dwellings, Townhouse dwellings and Apartment units
Number of Units	23 townhouse units 110 apartment units/beds	302 minimum - 508 maximum
Density (du/net ha)	Unknown for entire property	Min: 21.6 Max: 37

3.3 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 close 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 currently 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.

3.4 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.

4 Proposed Development

4.1.1 Development Summary

The subject proposal and applications are intended to provide for:

- the proposed residential development in an orderly manner;
- the extension of existing municipal streets and for the creation of new municipal streets together with appropriate municipal infrastructure;
- the creation of residential units; and
- to convey parks, booster station and stormwater management facilities to the municipality.

A Draft Plan of Subdivision is the appropriate form of development. The proposed Zoning By-law Amendment will implement the Draft Plan. As illustrated on the Draft Plan of Subdivision, Table 2 identifies the various land uses for each block and proposed number of unit, and table 3 identifies the possible mix of housing types that could be accommodated in each block.

Table 2: Land Uses and Number of Units per Block

BLOCK NUMBER	LAND USE	NUMBER OF UNITS
1, 2, 4, 5, 6, 7, 9, 10, 11, 12, 13, 14, 15, 16 and 17	Single Detached, Semi-Detached and Street Fronting Townhouse	222 minimum – 388 maximum
8	Townhouse	30 minimum – 40 maximum
3	Apartment	50 minimum – 80 maximum
TOTAL NUMBER OF UNITS		302 minimum – 508 maximum
18	Stormwater Management Facility	N/A
19 - 23	Park	N/A
24	Water Booster Station	N/A
25	0.3 Metre Reserve	N/A

Table 3: Proposed Draft Plan of Subdivision and Land Use Schedule

BLOCKS	LAND USE	NET AREA (HA)	MINIMUM UNITS	MAXIMUM UNITS
1	Single, Semi, and Townhouse	0.47	9	16
2	Single, Semi, and Townhouse	0.42	8	15
3	Apartment	0.72	50	80
4	Single, Semi, and Townhouse	0.45	8	15
5	Single, Semi, and Townhouse	0.23	4	7
6	Single, Semi, and Townhouse	1.15	20	35
7	Single, Semi, and Townhouse	0.46	10	17
8	Townhouse	1.80	30	40
9	Single, Semi, and Townhouse	0.63	9	15
10	Single, Semi, and Townhouse	0.11	2	3
11	Single, Semi, and Townhouse	1.02	20	35
12	Single, Semi, and Townhouse	1.02	20	35
13	Single, Semi, and Townhouse	1.03	20	35
14	Single, Semi, and Townhouse	1.03	20	35
15	Single, Semi, and Townhouse	1.01	20	35
16	Single, Semi, and Townhouse	0.95	20	35
17	Single, Semi, and Townhouse	1.58	20	35
TOTALS		14	302	508

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 Draft Plan of Subdivision has been designed to include “Lot-less Blocks”, 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;
- Blocks only for townhouse residential; and
- Blocks only for apartment 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.

4.1.2 Street Network Design and Streetscape

Through the discussions at the Pre-submission Consultation meeting, we understand 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 east. The plan also provides a parkland block (Block 19) that could be used in the long-term to connect to lands to the north (currently outside of the Picton Planning Area Boundary).

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 two proposed road types were created (Figures 4 and 5), and are described as follows:

Minor Collector: The primary east-west and north-south roads (Streets 'B' and 'F', respectively) are designed to accommodate a "Minor Collector" road (Figure 4). These roads were selected to be Minor Collectors because they provide the external connections to/from the site. Minor Collector roads fit within a 20 metre cross section and provide a 8.5 metre wide asphalt section (to inside of curb). There is also a 2.5 m wide concrete sidewalk which is intended to function as a grade-separated multi-use path, encouraging active transportation within and through the site in both an east-west and north-south direction. The sample cross-section also indicates where services/utilities and street-tree plantings can be accommodated within the Minor Collector roads.

Local Road: The other proposed roads within the subdivision are all "internal" in that they do not connect to other streets outside of the subject lands. They are proposed to have a 20 metre cross section and are proposed to have an 8 metre wide asphalt section and a 1.5 metre wide concrete sidewalk on one side of the road (Figure 5). The sample cross-section also indicates where services/utilities and street-tree plantings can be accommodated.

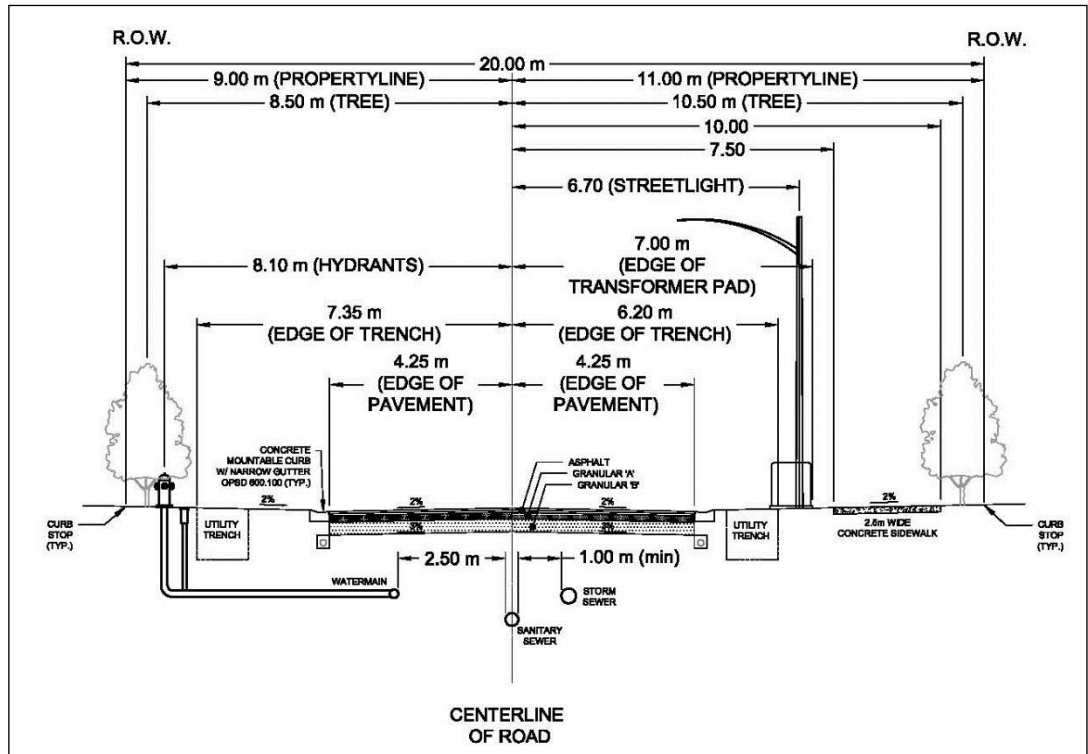


Figure 4: Sample cross-section of proposed "Minor Collector" road proposed for Streets 'B' and 'F' (IBI Group).

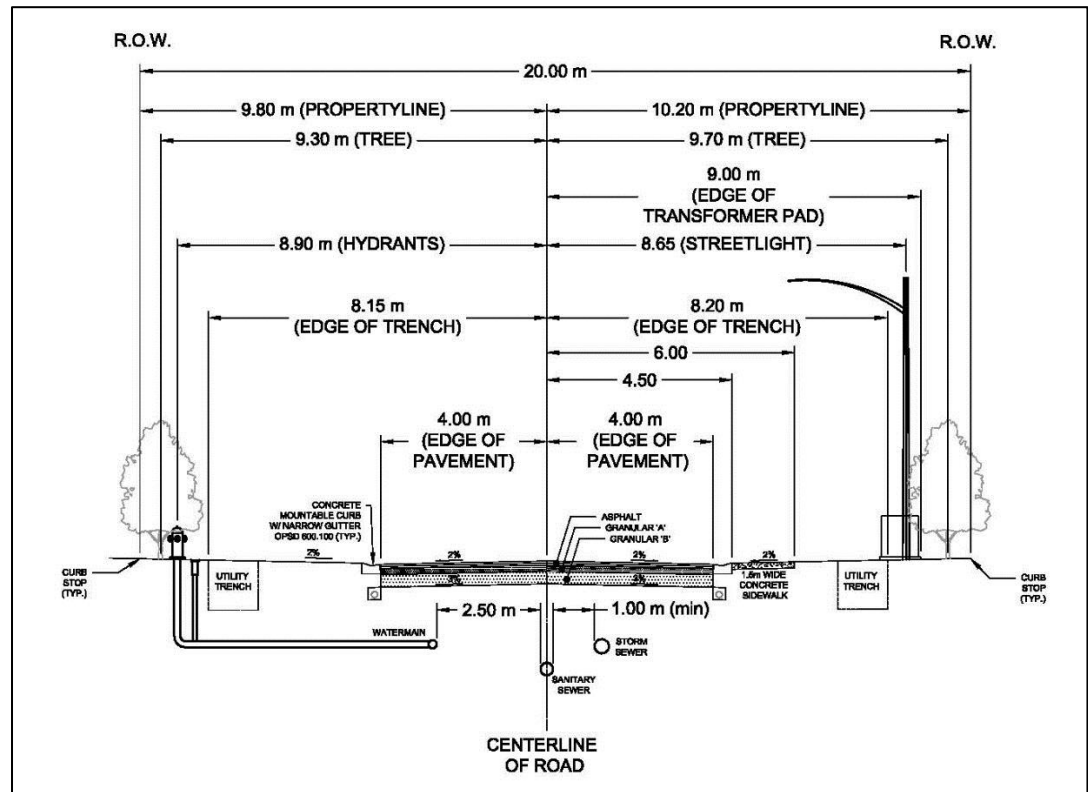


Figure 5: Sample cross-section of proposed "Local Road" proposed for Streets 'A', 'C', 'D' and 'E' (IBI Group)

4.1.3 Servicing

The subdivision will be serviced by municipal water, sanitary and stormwater infrastructure. In addition to the buried services within the new municipal rights-of-way, a stormwater pond is proposed in Block 17 and a water booster station/lift station is proposed in Block 24, both of which are intended to be conveyed to the municipality. More details on the servicing design will be provided in reports and plans required to satisfy conditions of the draft plan approval.

4.1.4 Parkland

The Draft Plan of Subdivision has a land area of 22.010 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 1.10 hectares. The Draft Plan proposes the dedication of 1.18 hectares of parkland, with the primary parkland space to the south of the proposed stormwater pond. This area is accessed from Street 'B' and provides 0.59 hectares of land. There are four other park spaces, with Block 23 on the south side notably providing access and street frontage to existing open space abutting the subject lands to the south, enabling public access to a previously inaccessible area intended for public use. The dedication of parkland would be a condition of draft plan approval.

4.2 Application Summary

4.2.1 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 three unique "Special Urban Residential Type 3 (R3-XX) Zones" and to "Open Space (OS)".

4.2.2 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 4: Land Uses and Number of Units per Block

BLOCK NUMBER	LAND USE	NUMBER OF UNITS
1, 2, 4, 5, 6, 7, 9, 10, 11, 12, 13, 14, 15, 16 and 17	Single Detached, Semi-Detached and Townhouse	222 minimum – 388 Maximum
8	Townhouse	30 minimum - 40 maximum
3	Apartment	50 minimum – 80 maximum
TOTAL NUMBER OF UNITS		302 minimum - 508 maximum
18	Stormwater Management Facility	N/A
19 - 24	Park	N/A
25	Water Booster Station	N/A
26	0.3 Metre Reserve	N/A

5 Supporting Reports

A number of technical reports have been prepared in support of the subject applications for Draft Plan of Subdivision and Zoning By-law Amendment. Below is a brief description of those reports.

5.1 Servicing Brief

In support of the proposed development, an analysis of the existing water, sanitary and stormwater infrastructure available to the subject lands was conducted. For specific details, the original report should be consulted and considered.

5.2 Functional Stormwater Management Design Brief

As part of the formal submission a Functional Stormwater Management Design Brief prepared by IBI Group, dated August 2019 was completed. For the specific details, the original report should be consulted and considered.

5.3 Traffic Impact Study

As part of the formal submission a Traffic Impact Study prepared by C.F. Crozier & Associates Inc., dated June 2019 was completed. For the specific details, the original report should be consulted and considered.

5.4 Environmental Site Assessment - Phase 1

As part of the formal submission Malroz Engineering Inc. completed a "Phase One – Environmental Site Assessment" dated August 6, 2019. For the specific details, the original report should be consulted and considered.

5.5 Environmental Impact Assessment

As part of the formal submission Ecological Services prepared an "Environmental Impact Assessment" dated July 25, 2019. For the specific details, the original report should be consulted and considered.

5.6 Geotechnical Report and Hydrogeological Investigation

As part of the formal submission, Malroz Engineering Inc. prepared a "Geotechnical and Hydrogeological Investigation" dated June 16, 2019. For the specific details, the original report should be consulted and considered.

6 Policy Analysis

The proposed development is considered in light of the following legislation and planning documents: The *Planning Act*, the Provincial Policy Statement, the 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.

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

6.1.1 Matters of Provincial Interest

Section 2 of the *Planning Act* requires the Council of a Municipality to have regards for matters of Provincial Interest. The table below provides a summary of how the proposed development has regards for matter of Provincial interest.

Table 5: 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	As outlined within Environmental Impact Assessment recommended that no natural areas are required to be protected and guidance is providing to the timing of constructions.
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>

MATTER OF PROVINCIAL INTEREST	RESPONSE
h) The orderly development of safe and healthy communities.	The proposed development will provide additional housing that is within close walking distance to several amenities including public schools and park spaces. The proposed development is located in close 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 provides the minimum number of barrier free parking spaces required by Ontario Regulation 191/11: Integrated Accessibility Standards under the <i>Accessibility for Ontarians with Disabilities Act</i> . Depressed curbs have also been utilized where appropriate to provide barrier free access from the parking lot to the vehicles. 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 close 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 dwellings, semi-detached dwellings, townhouse dwellings and apartment units). 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 developments 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.

MATTER OF PROVINCIAL INTEREST	RESPONSE
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 and the municipality's goal to encourage intensification on underutilized lots in the Settlement Area of Picton-Hallowell.
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.
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 developments location in close proximity to amenities and recreational trails, which 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 6: 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.

CRITERIA	RESPONSE
b) Weather 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.
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 market rate rental apartment units. The single detached dwellings, semi-detached dwellings and townhouse units 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 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 close proximity to St. Gregory Catholic School and Prince Edward Collegiate Institute.

CRITERIA	RESPONSE
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.	The proposed apartment building will be subject to Site Plan Control. An application for Site Plan Control will be submitted at a future date.

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:

- Notice of the complete application and the statutory public meeting is provided by the County of Prince Edward as required by the *Planning Act*;
- A statutory public meeting is held by the County of Prince Edward;
- A PowerPoint Presentation outlining the proposed development will be provided to Council and presented at the statutory public meeting; and,
- 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.

6.2 Provincial Policy Statement

The 2014 Provincial Policy Statement (PPS) provides policy direction on matters of Provincial Interest. Section 2 of the *Planning Act* requires that municipal councils “be consistent” with the PPS in carrying out their responsibilities under the *Act*. Generally, the PPS requires that municipal councils ensure that there is an efficient pattern of land use, there is a co-ordinated comprehensive approach to arriving at land use decisions, and that development contributes to the long-term economic prosperity of the municipality. It also encourages land use patterns that accommodate an appropriate range and mix of residential uses in a manner that supports intensification and redevelopment in already serviced areas and discourages expansion of the urban boundary (Section 1.1.3.3 and 1.4.3). The relevant PPS policies are outlined below in Table 7.

Table 7: Relevant PPS Policy Review

PROVINCIAL POLICY STATEMENT	RESPONSE
<p>Section 1.1.1: Healthy, livable, communities are sustained by:</p> <p>(a) promoting efficient development patterns which sustain the financial well-being of the Province and municipalities over the long term;</p> <p>(b) accommodating an appropriate range and mix of residential, employment (including industrial, commercial and institutional uses), recreational and open space uses to meet long-term needs;</p> <p>(d) avoid development that would prevent the expansion of <i>settlement areas</i> in those areas which are adjacent or close to settlement areas;</p> <p>(e) promoting cost effective development standards to minimize land consumption and servicing costs</p>	<p>(a) Development of vacant lands will make more efficient use of the land within the urban boundary.</p> <p>(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.</p> <p>(d) The proposed development is located within the Settlement Area of Picton-Hallowell. 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.</p> <p>(e) The proposed development is a form and density that efficiently uses the land and existing available services.</p>
<p>Section 1.1.2: Sufficient land shall be made available through <i>intensification</i> and <i>redevelopment</i>, and, if necessary, <i>designated growth areas</i>, to accommodate an appropriate range and mix of employment opportunities, housing and other land uses to meet projected needs for a time horizon of up to 20 years.</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>Section 1.1.3.1: <i>Settlement areas</i> shall be the focus of growth and their vitality and regeneration shall be promoted.</p>	<p>The subject lands are located within a settlement are. The proposed development will allow a greater mix of housing types in the Picton-Hallowell Settlement Area.</p>
<p>Section 1.1.3.2: Land us patterns within settlement areas shall be based on:</p> <p>a. Densities and a mix of land uses which:</p> <ol style="list-style-type: none"> 1. efficiently use land and resources; 2. Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion. 	<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.</p>
<p>Section 1.1.3.3: Planning authorities shall identify and promote opportunities for <i>intensification</i> and <i>redevelopment</i> where this can be accommodated taking into account existing</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</p>

<p>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>serviced vacant parcel located within the Settlement Area of Picton-Hallowell.</p>
<p>Section 1.1.3.4: Appropriate development standards should be promoted which facilitate <i>intensification</i>, <i>redevelopment</i> and compact form, while maintaining appropriate levels of 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>Section 1.1.3.5 Planning authorities shall establish and implement minimum targets for <i>intensification</i> and <i>redevelopment</i> within built-up areas.</p>	<p>The proposed development will achieve the minimum density targets provided in the Picton Urban Centre Secondary Plan.</p>
<p>Section 1.4.1: To provide for an appropriate range of housing types and densities required to meet projected requirements of current and future residents of the <i>regional market area</i> identified in policy 1.4.3, planning authorities shall:</p> <p>(a) maintain at all times the ability to accommodate residential growth for a minimum of 10 years through <i>residential intensification</i> and <i>redevelopment</i> and, if necessary, lands which are <i>designated and available</i> for residential development;</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>Section 1.4.3: Planning authorities shall provide for an appropriate range of housing types and densities to meet projected requirements of current and future residents of the <i>regional market area</i> by:</p> <p>d) promoting densities for new housing which efficiently use land, resources, <i>infrastructure</i> and <i>public service facilities</i>, and support the use of alternative transportation modes and public transit in areas where it exists or is to be developed</p>	<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>Section 1.6.2: The use of existing infrastructure and public service facilities should be optimized wherever feasible, before consideration is given to development new infrastructure and public service facilities.</p>	<p>The proposed development will make use of existing infrastructure and public services.</p>
<p>Section 1.6.5.4: A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicles trips and support the development of viable choices and plans for public transit and other alternative transportation modes, including commuter rail and bus.</p>	<p>The proposed subdivision will be designed in a manner that promotes and encourages active transportation.</p>

<p>Section 1.8.1: Planning authorities shall support energy efficiency and improved air quality 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 public transit and other alternative transportation modes in and between residential, employment (including commercial, industrial and institutional uses) and other areas where these exist or are to be developed;</p> <p>(c) improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion; and</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>Section 2.6.1: 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.</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>Section 3.2.1: Development on, abutting or adjacent to lands affected by mine hazards; oil, gas and salt hazards; or former mineral mining operations, mineral aggregate operations or petroleum resource operations may be permitted only if rehabilitation or other measures to address and mitigate known or suspected hazards are underway 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>

6.3 Prince Edward County Official Plan

The County of Prince Edward Official Plan (the “Official Plan”) was adopted by Council and ultimately approved by the Minister of Municipal Affairs on December 23, 1998. The latest consolidation of the Official Plan available on the County’s website is dated January 2011. The Official Plan provides a long range planning framework to help guide the future of the County. It is important to note that a Secondary Plan applicable to the settlement area of Picton, including the subject lands, is also in effect and provides more specific direction than the OP in many instances.

There are a number of policies that are applicable to the proposed development, including regarding tourism, environmental resource management, housing, transportation and servicing strategy and the division of land.

Land Use:

The subject property is located within the “Urban Centre” designation, as shown on Schedule “E” of the County of Prince Edward Official Plan (Figure 6).

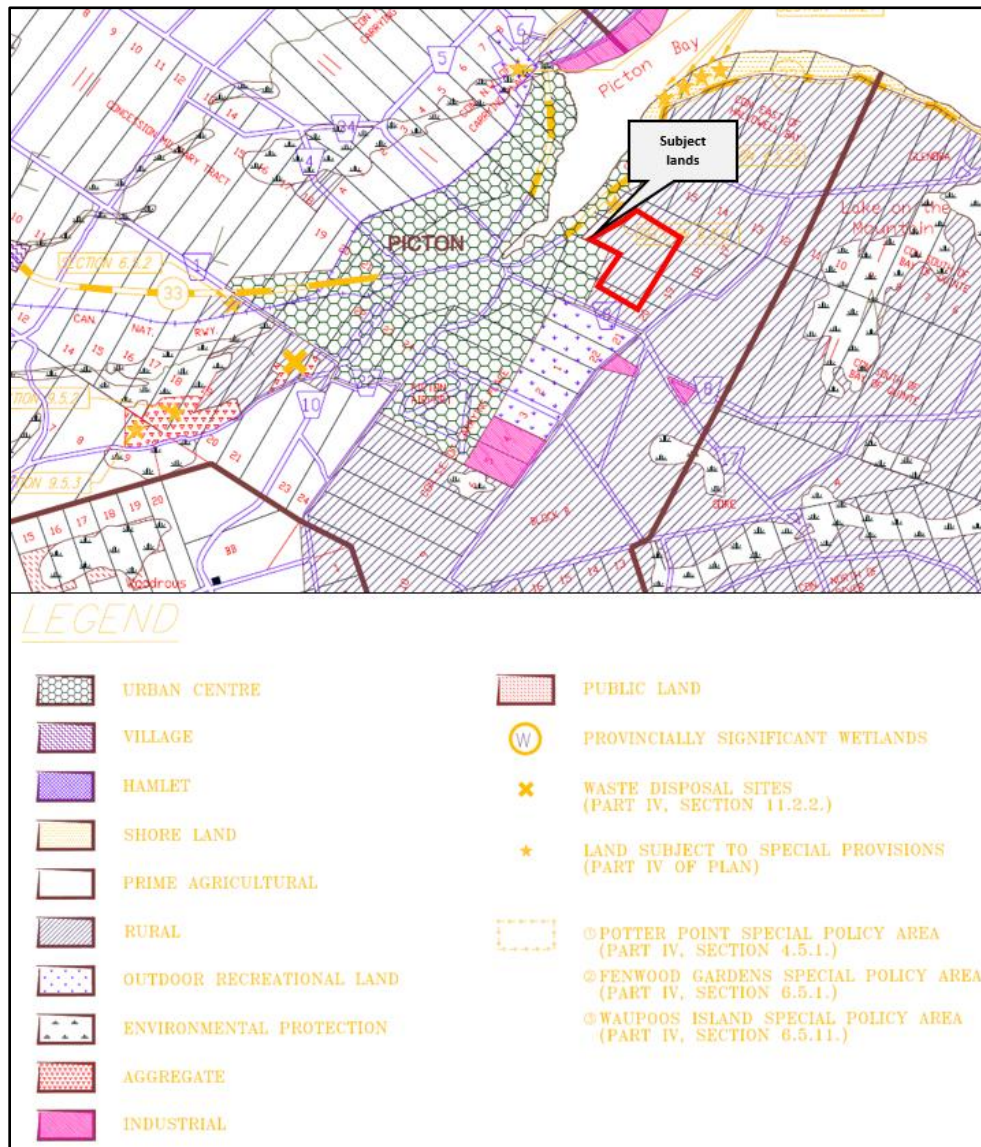


Figure 6: Excerpt of “Schedule E - Land Use Designation” of the Official Plan

As the subject property is located within the boundaries of the Picton-Hallowell Secondary Plan, development can proceed in accordance with the Secondary Plan policies, per Section 1.1.1 and 1.1.2 of the Official Plan. It is also noted that an updated Draft County Official Plan (2018) is currently under review, and that this Draft continues to recognize the subject property as being within an ‘Urban Centre’ designation, and defers to the Secondary Plan with regards to policies for new development in this area.

Environmental Resource Management:

The Official Plan identifies the subject property as being designated within a “Major Recharge Area” (Figure 7). 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).

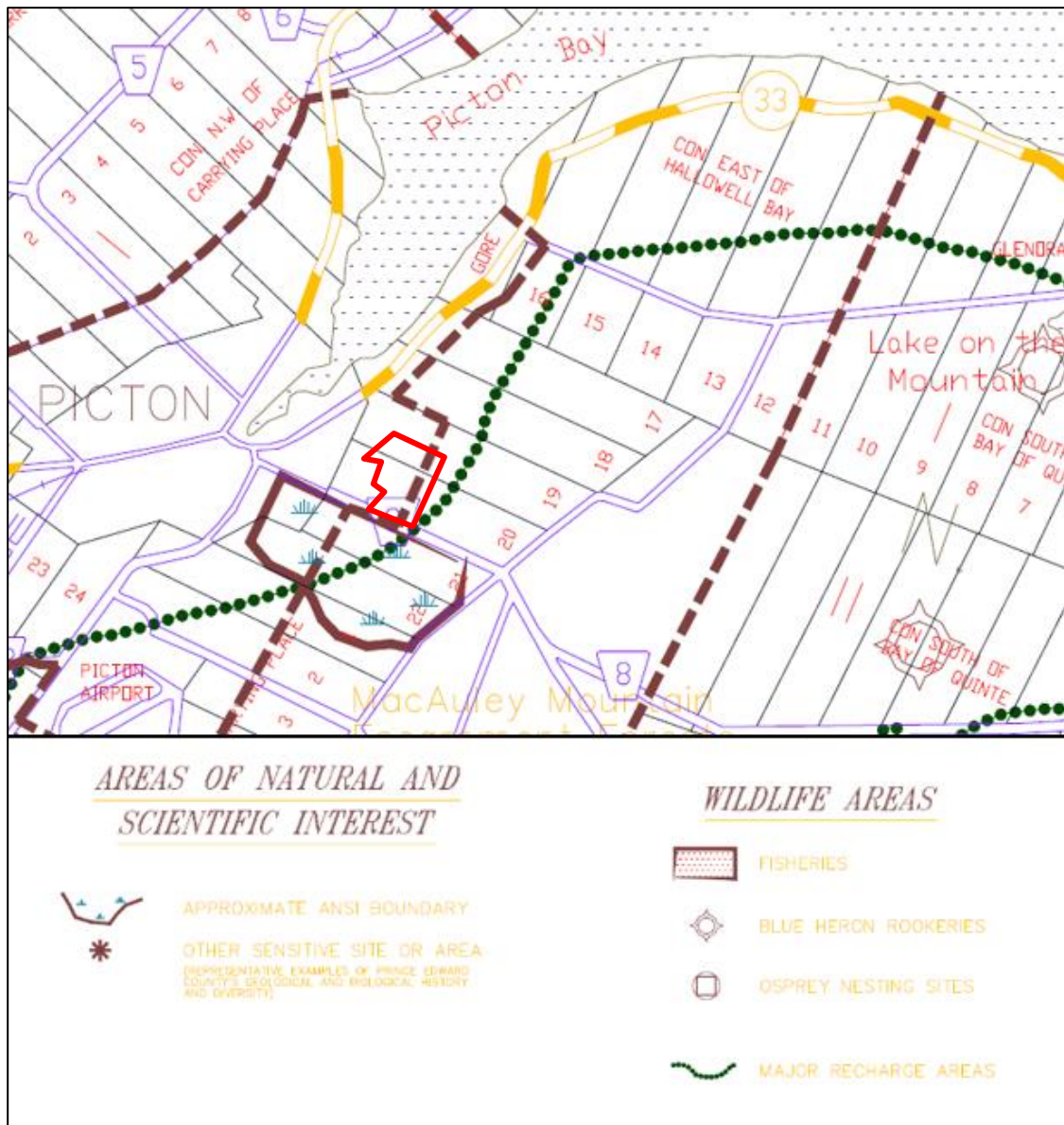


Figure 7: Excerpt from “Schedule A - Environmentally Sensitive Areas” of the Official Plan

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 Macauley 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 Local Collector roads providing east-west and north-south connections through the site include a 2.5 metre wide 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 Official Plan identifies the subject property as being within a Tourism Corridor, as shown on Schedule “D” of the County of Prince Edward Official Plan (See Figure 4). 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 8: Excerpt from “Schedule D - Tourism and Recreation” of the Official Plan

Housing:

The Official Plan includes policies to ensure that adequate affordable housing is provided. Accordingly, the Official Plan 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 and semi-detached dwellings, townhouses and apartment units. 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 5 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 multiple park blocks that are to be dedicated to the County. The four proposed parks are located strategically throughout the subdivision in a manner intended to best serve future residents. The park blocks total 1.18 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).

Comment: 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. We note that the parkland area in Block 23 also provides vastly improved access to the public open space area located directly to the south of Block 23, adjacent to the existing residential lots on Owen Street.

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 8 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 C.F. Crozier & Associates 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 1.18 hectare parkland blocks, 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 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 close 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 current 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 Ministry approved Picton Urban Centre Secondary Plan is currently available on the County website. The Picton Urban Centre Secondary Plan provides the framework for how the Picton-Hallowell is to grow in a manner that reflects the aspirations of the community (Section 1.2).

There are a number of policies in the Picton Urban Centre Secondary Plan that are applicable to the proposed development, including 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 County of Prince Edward Official Plan (See Figure 9). 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 the these neighbourhoods into the surrounding undeveloped area (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, duplex, triplex, townhouse and apartments. 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 subdivision proposes a minimum density of approximately 21.6 units per net hectare, and a maximum density of 37 units per net hectare. 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.

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 includes multiple 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 close 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 apartment 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.

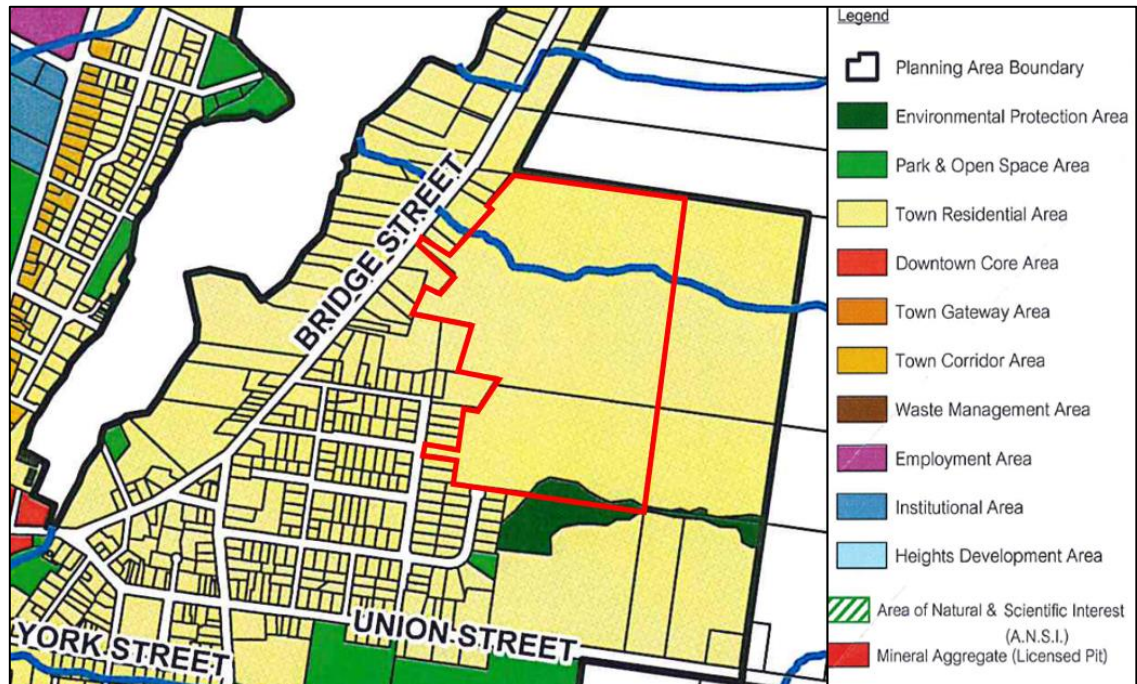


Figure 9: Excerpt from “Schedule A -Secondary Plan Land Use Map” of the Picton Urban Centre Secondary Plan

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 of 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-Hallowell 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-Hallowell as a compact and complete community*” (Section 3.1, Guiding Policy 1). The Secondary Plan also “*encourages active transportation in Picton-Hallowell 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-Hallowell 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 C.F. Crozier & Associates 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 10 for reference.

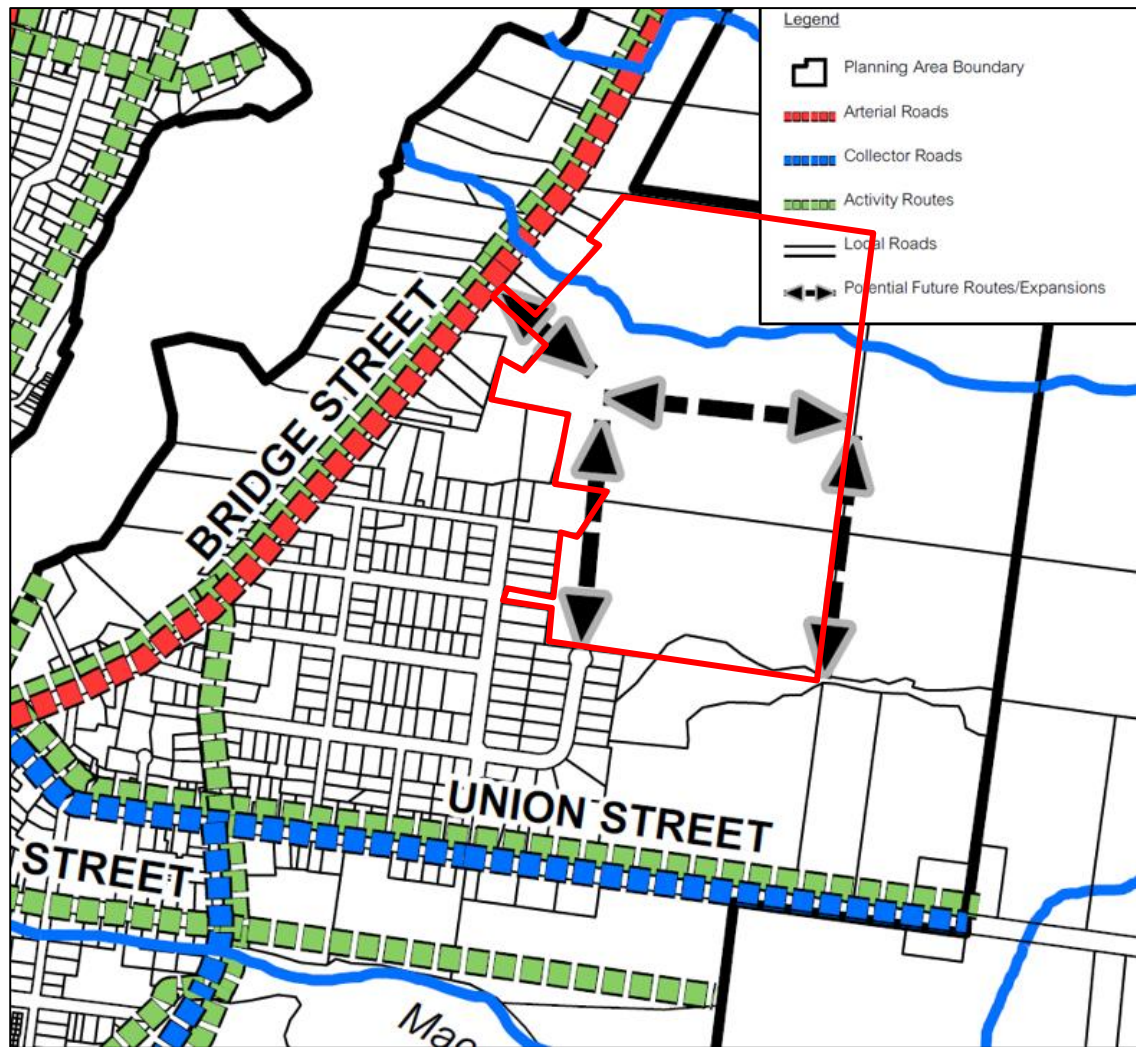


Figure 10: Excerpt from “Schedule B - Transportation Plan” of the Picton Urban Centre Secondary Plan

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 a mixed used 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 (via Owen Street) are proposed to be “Minor Collector” roads (refer to Section 4.1.2 of this Report). The Minor 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 Minor Collector cross-section also includes a 2.5 metre wide 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-Hallowell 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-Hallowell as it will provide active transportation connections to Loyalist Parkway and existing neighbourhoods via Owen Street (See Figure 10).

The Secondary Plan requires all new and existing roads in Picton-Hallowell 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 Minor Collector roads providing external connections to/from the site. 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-Hallowell Secondary Plan (Figure 11). 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-Hallowell 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 waste water 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 Servicing Brief prepared by IBI Group includes a preliminary analysis of the adequacy of the existing network to support the proposed development. A more detailed analysis will be undertaken in support of the applications as the approvals process progresses, with analysis for each individual phase to be completed as a condition of draft plan approval.

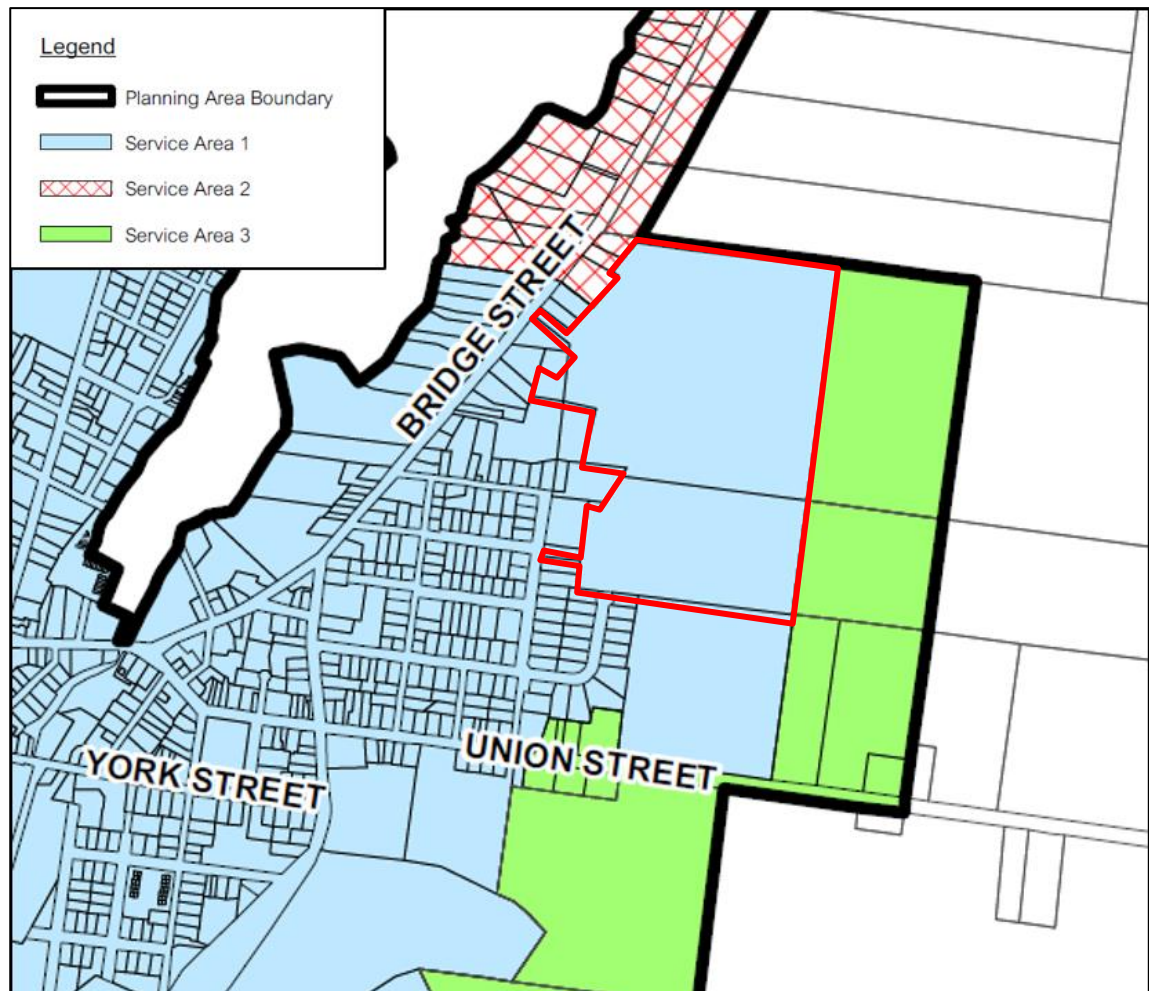


Figure 11: Excerpt from "Schedule F - Service Areas Map" of the Picton Urban Centre Secondary Plan

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, details of which can 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 subdivision 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 subdivision does identify proposed built form requirements and limitations which are, in our opinion, appropriate for the development of the lands in the context of the community and adjacent uses. The approach to have the design analysis statement contained 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 proposed development will be visually compatible with the surrounding neighbourhood. The proposed development 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 proposed apartment building will also be subject to Site Plan Control, which offers an additional opportunity for review of the compatibility of the urban design with existing and proposed development in the area. Building elevation drawings will be provided as part of the Site Plan Control application for the apartment building to ensure the proposed built form is compatible. 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 site.

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 proposed development will be designed to provide a safe and comfortable environment for pedestrians. The proposed development will strive to implement CPTED principles and will include green design measures, where appropriate. The pedestrian and cycling infrastructure and streetscape has been discussed elsewhere in this report, and will be subject to detailed design review through the Final Plan approval process for each phase.

The Secondary Plan acknowledges that future residential development in Picton-Hallowell will generally occur in the Town Residential Area through infill development and by extension of the neighbourhoods into surrounding undeveloped area or through the redevelopment of new areas such as the Heights Development Area (Section 4.1.1.).

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 (Section 4.1.1.3)

Response: The proposed development includes a block intended to accommodate a low-rise apartment building with a height compliant with the R3 zone provisions (15 metres), which is consistent with the heights contemplated by the Secondary Plan. The apartment building is located on a new internal street, away from existing low-rise development.

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 proposed development has been designed on a grid-like pattern of streets to provide appropriate connections to existing neighbourhoods and to create a strong circular network that encourages active transportation. 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 grid-like pattern of development 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 is 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 stand 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 proposed development will be designed to be supportive of active transportation. The Minor Collector roads providing external connections to/from the site are proposed to include a grade-separated multi-use path that would encourage active transportation within and through the site. The Local Roads also include a sidewalk on one side of the street and provide room for street-tree plantings on both sides of the avenue. Multiple park blocks provide opportunities for tree planting. Bike parking will also be provided for the apartment building. 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, semis, townhouses and apartment units) will provide residents with more housing options and will consume less land than a subdivision typified by single and semi-detached forms only.

The Secondary Plan includes policies that support green design initiatives to reduce water use, improve water quality and increase energy efficiency (Section 4.1.3, Implementing Policies 2 & 3). The Secondary Plan also includes policies that support 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 will be designed to support some green design initiatives, particularly providing a grid-like street network that supports walkability, and a grade-separated multi-use path connecting to the external street network. Other details of the design of the development (e.g. planting of drought-tolerant plants) can be addressed as a condition of detailed design required at the Final Plan approval stage.

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 dwellings, semi-detached dwellings, townhouse dwellings and apartment units. 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.

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 1.18 hectares of land, 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 located in suitable locations and notably also 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 12). 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).

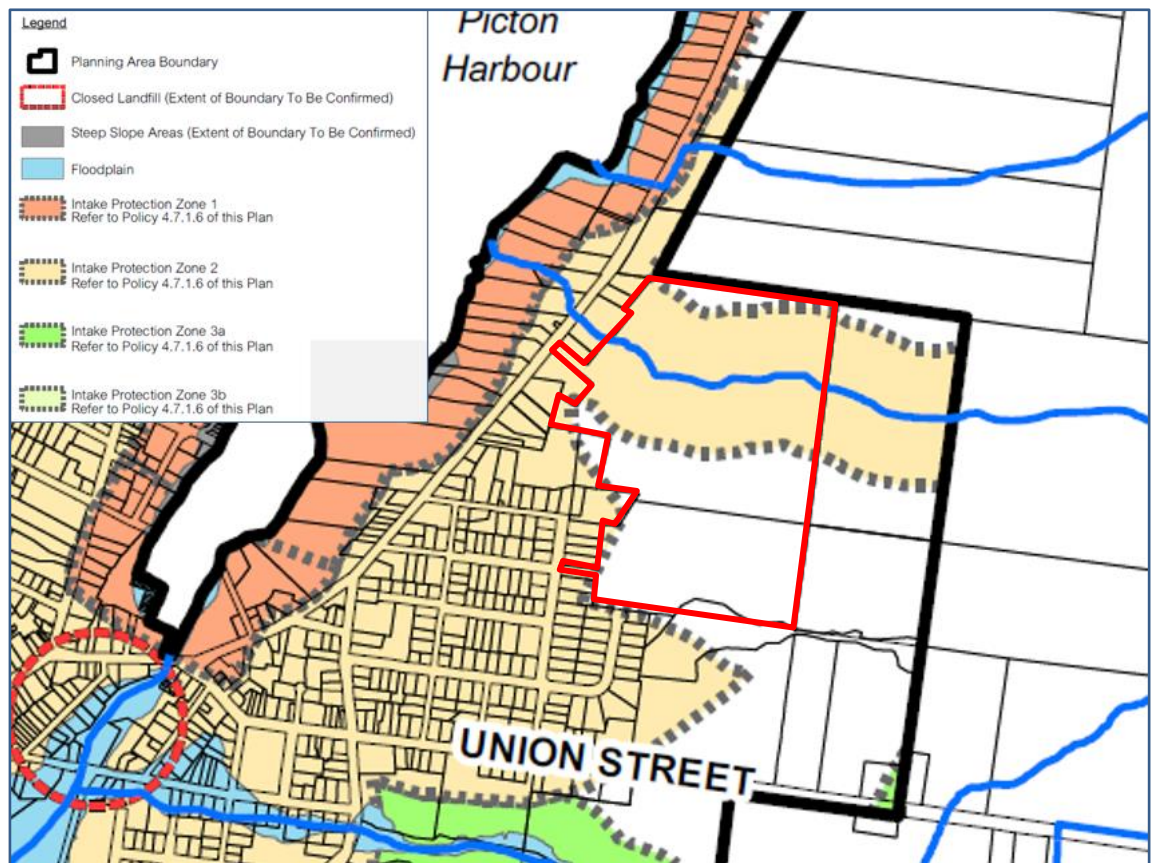


Figure 12: Excerpt from “Schedule D - Secondary Plan Constraints Map” of the Picton Urban Centre Secondary Plan

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 10).

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 retained to appropriately decommission the well in accordance with applicable legislation

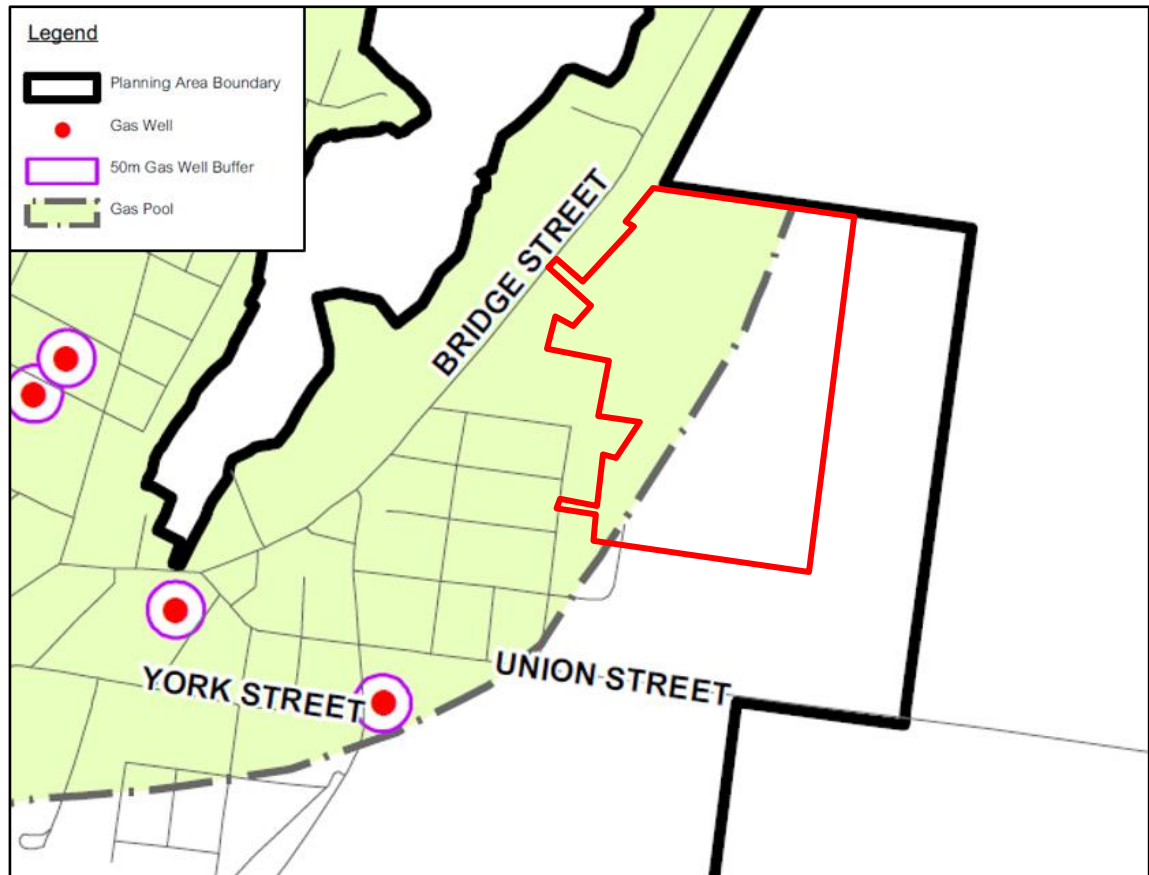


Figure 13: Excerpt from “Schedule E - Secondary Plan Gas Well Map” of the Picton Urban Centre Secondary Plan

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 townhouses and apartment 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 close 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 Centre Secondary Plan. In summary, it is our professional opinion that the subject Draft Plan of Subdivision and Zoning By-law Amendment applications conform to the goals and objectives of the Picton Urban Centre Secondary Plan.

7 Comprehensive Zoning By-law No. 1816-2006

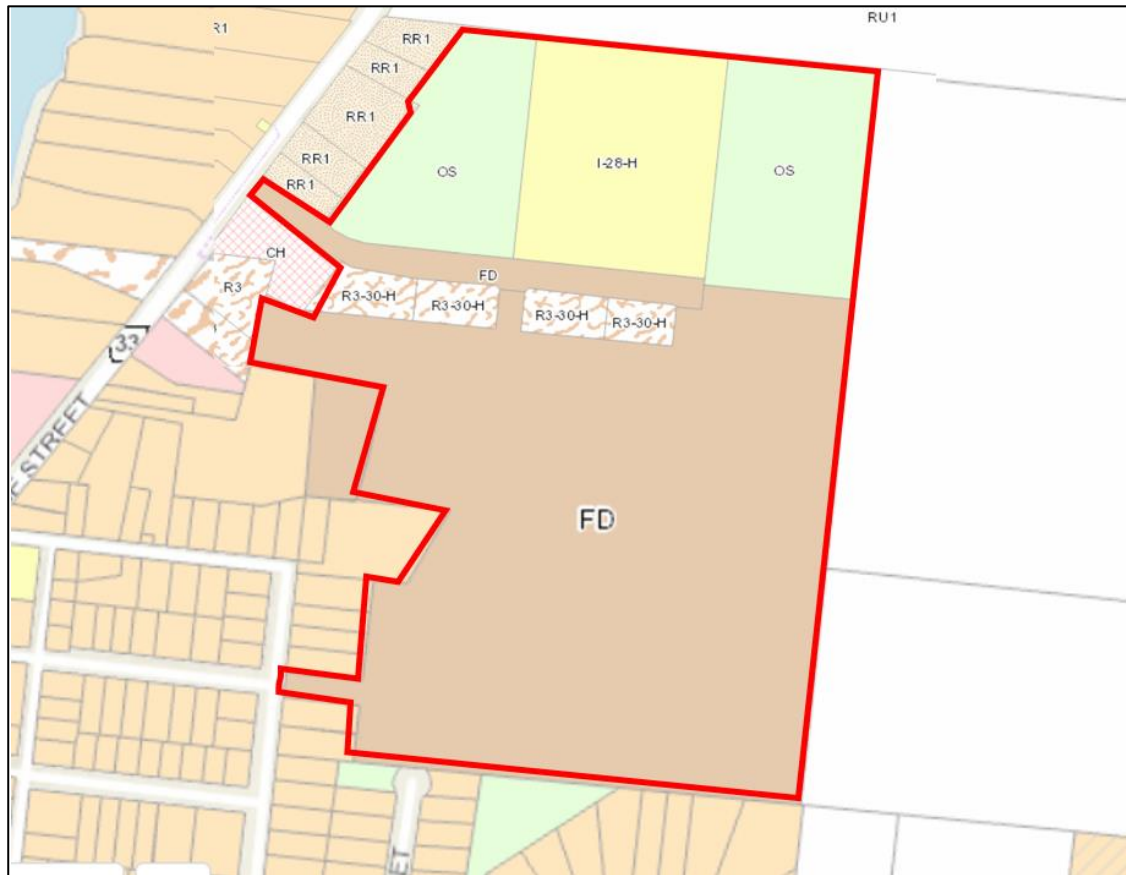


Figure 14: Current Zoning of the subject lands as per County of Prince Edward Comprehensive Zoning By-law 1816-2006, as amended (Source: Prince Edward County Public GIS Viewer)

The County of Prince Edward Comprehensive Zoning By-law (No. 1816-2006), as amended, identifies a number of zones on the subject property. These include the Future Development 'FD' zone on the southern majority of the site, a site specific Urban Residential Type 3 'R3-30-H' zone in the middle of the site, and at the northern end there is Open Space 'OS' as well as a site specific Institutional 'I-28-H' zone (See Figure 11). The R3, OS and I zoning originate from the previously proposed development plan by the former owner, and generally permit 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 entirety of the lands are anticipated to be rezoned to implement the forthcoming draft plan of subdivision. As discussed with the applicant, 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, while the density of a particular block could exceed the 37 dwelling units per net hectare allowed by the Secondary Plan, 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 8: Land Uses and Number of Units per Block

BLOCK NUMBER	LAND USE	PROPOSED ZONING
1, 2, 4, 5, 6, 7, 9, 10, 11, 12, 13, 14, 15, 16 and 17	Single Detached, Semi-Detached and Street Fronting Townhouse	R3-X
8	Townhouse	R3-Y
3	Apartment	R3-Z
18	Stormwater Management Facility	Open Space (OS)
19 – 23	Park	Open Space (OS)
24	Water Booster Station	Open Space (OS)
25	0.3 Metre Reserve	Open Space (OS)

7.1 Proposed By-law Text

It is proposed that a variation of the Urban Residential Type Three (R3) Zone apply to the proposed residential blocks. The proposed site specific provisions are included in the following sections.

7.1.1 R3-X – Blocks 1, 2, 4, 5, 6, 7, 9, 10, 11, 12, 13, 14, 15, 16 and 17

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 Townhouse – on other side: 2.5 m	0 m 1 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.

7.1.2 R3-Y – Block 3

Notwithstanding any provision of this By-law to the contrary, on the lands designated as R3-Y, the following regulations shall apply to the entire area zoned “R3-Y”:

ZONE PROVISION		PROPOSED
1)	Uses permitted	Apartment Dwelling
2)	Prohibited Uses	Short Term Accommodations (STAs)
<i>All other provisions</i>		As per R3 Zone for Apartment Dwelling Use

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.

7.1.3 R3-Z – Block 8

Notwithstanding any provision of this By-law to the contrary, the lands designated as R3-Z 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 be deemed to be the front lot line.	Notwithstanding anything else in the by-law to the contrary, a private road shall be considered equivalent to a public 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.

Summary:

The proposed by-law amendments are consistent with the objectives and goals of the Provincial Policy Statement, and conform to the policies of the Official Plan and the Picton Urban Centre Secondary Plan to provide a mix and range of housing types and densities in the Town Residential Area that are compatible with existing adjacent uses and residential neighbourhoods.

8 Summary and Conclusion

Hilden Homes is proposing to develop their lands for a residential community through the submission of a Draft Plan of Subdivision and Zoning By-law Amendment. The proposed Draft Plan and implementing Zoning By-law provide for the extension of existing municipal roads and infrastructure and the development of a new grid-pattern road network, together with a broad range and mix of residential housing forms and densities to address to provide for housing choice and to meet the needs of the growing community.

This Planning Justification Report should be considered in conjunction with the other supporting technical studies and plans, and the municipal applications for Draft Plan of Subdivision and Zoning By-law Amendment. It is further our request that this information be made available to the technical review agencies, the community and Council. It is our opinion that the submission of

this material appropriately addresses the requirements of the Pre-submission Consultation Meeting and that the municipality should deem the applications “complete” and initiate their review and the scheduling of the Public Meeting.

It is our professional planning opinion that the request for Approval of the Draft Plan of Subdivision and the Zoning By-law Amendment should be supported as they are:

- “Consistent with” the Provincial Policy Statement;
- In “conformity” with the Prince Edward County Official Plan and the Picton Urban Centre Secondary Plan;
- Appropriately address Section 51(24) of the Planning Act, as amended; and
- Represent “good planning”

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

Sincerely,
IBI Group

Mark Touw, MCIP, RPP
Associate

Douglas Stewart, MCIP, RPP
Associate

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