



Part of Lot 5, Concession 1, Prince Edward County

Planning Justification Report
Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision
January 3, 2024



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1.0 Introduction

1.1 Executive Summary

Hilden Homes Ltd. is pursuing applications for Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision to develop the 5.49 hectare site located at the west terminus of Fawcett Avenue in the County of Prince Edward. The intent of the proposed applications is to develop the site with a residential subdivision, containing a combination of single-detached and townhouse dwellings. The applicant intends to increase the quantity and mix of housing options in the County. The proposed development represents the buildout of the existing Fawcettville neighbourhood.

The subject site is designated Urban Centre on Schedule A-2 Land Use Designations Map 14 of the County of Prince Edward Official Plan and designated Town Residential Area and Environmental Protection Area on Schedule A Secondary Plan Land Use Map of the Picton Urban Centre. An application for Official Plan Amendment is required to amend two schedules of the Picton Urban Centre Secondary Plan, including Schedule A and Schedule B to reflect the existing conditions of the site and changes proposed by the development. The site is zoned Future Development (FD) Zone in the County of Prince Edward Comprehensive Zoning By-law 1816-2006. An application for a Zoning By-law Amendment is required to permit the proposed residential development and establish appropriate performance standards. An application for Draft Plan of Subdivision is proposed to create lots, blocks, and roads.

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

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

1.2 Introduction

Fotenn Planning + Design has been retained by Hilden Homes Ltd. to prepare this planning justification report in support of applications for Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision for the site located at the terminus of Fawcett Avenue in Prince Edward County. The site has a total area of approximately 5.49 hectares. The purpose of these applications is to permit the development of a residential subdivision containing single-detached and townhouse dwellings. The proposed development will contain a total of 85 residential dwellings.

A pre-application meeting has been conducted with County staff which identified the application requirements. Accordingly, the following are submitted in support of the application:

- / Draft Plan of Subdivision;
- / Environmental Impact Study;
- / Phase 1 Environmental Site Assessment;
- / Traffic Impact Study;
- / Servicing Report;
- / Stormwater Management Report;
- / Preliminary Grading Plan;
- / Stage I & II Archaeological Assessment;
- / Application fee(s);
- / Completed Application forms;
- / This Planning Justification Report.

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

1.3 Development Applications

The subject site is designated Urban Centre on Schedule A-2 Land Use Designations of the County of Prince Edward Official Plan and Town Residential Area and Environmental Protection Area on Schedule A Secondary Plan Land Use Map of the Picton Urban Centre Secondary Plan. The site is zoned Future Development (FD) Zone in the County of Prince Edward Comprehensive Zoning By-law 1816-2006.

A technical Official Plan Amendment is required to amend two Official Plan schedules. An amendment to Schedule A Land Use of the Picton Urban Centre Secondary Plan is required to amend the Environmental Protection Area boundary in order to demonstrate the actual environmental condition of the site. An amendment to Schedule B Transportation Map of the Secondary Plan is required to add the proposed local roads.

A Zoning By-law Amendment is required to rezone the lands to two special residential zones in order to permit the proposed uses as well as establish appropriate provisions, such as setbacks and lot coverage. The current FD zone of the site does not permit residential development and is intended for future development in accordance with Official Plan land use designations. Both special zones have been tailored to specific portions of the site in order to permit the proposed uses and describe appropriate performance standards.

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

2.0 Surrounding Area and Site Context

The subject site is located west of County Road 49 abutting the Millennium Trail in the northwest end of the Picton settlement area. The lands represent the western portion of the existing Fawcettville neighbourhood. The site has an area of approximately 5.49 hectares with approximately 20 metres of frontage on Fawcett Avenue and approximately 200 metres of frontage on the Millennium Trail. Currently, the site is undeveloped with mixed forested areas and an informal pedestrian trail connection to the Millennium Trail. An existing drainage feature is present across the property, entering at the southwest corner, cutting across the property, and out letting in the northeast corner.

The surrounding area is predominantly comprised of residential uses with limited neighbourhood commercial uses along County Road 49. North of the site are institutional uses in the form of an assisted living facility and seniors' apartments, as well as tourist commercial uses. Adjacent to the site, to the east, is the existing community of Fawcettville, a residential neighbourhood containing primarily single-detached dwellings, a neighbourhood park, Rotary Park Fawcettville, and a neighbourhood convenience store at the intersection of Fawcett Avenue and County Road 49. The downtown core of Picton is located approximately 1 kilometre south of the subject site and offers additional commercial uses, restaurants, services, and tourism opportunities. Immediately west of the site is the Millennium Trail, with agricultural and rural uses beyond.



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

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

- North:** Vacant, Institutional
- East:** Residential
- South:** Vacant, Rural
- West:** Millennium Trail, Agricultural

Vehicular access to the site is provided from Fawcett Avenue which connects to County Road 49. County Road 49 becomes Picton Main Street south of the site. Paved shoulders are provided along County Road 49 to allow

walking and cycling. The subject site abuts the Millennium Trail which is a major activity route, offering the opportunity to travel by active transportation throughout the County.

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



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

3.0 Development Proposal

The applicant intends to develop the subject site in a manner which contributes positively towards the vibrancy and viability of Picton. The proposal seeks to develop and intensify an existing greenfield site within the urban boundary of Picton to contribute to the housing market in Prince Edward County. The development will provide a seamless connection to the adjacent Fawcettville neighbourhood.

3.1 Plan of Subdivision

The applicant is proposing to subdivide the 5.49-hectare site into 31 Lots and 13 Blocks. The subdivision will contain residential uses, including townhouse dwellings and single-detached dwellings, and stormwater management uses. The development will incorporate municipal streets, as well as connections to the Millennium Trail.

The following is a proposed breakdown of the proposed Lots and Blocks, as well as their proposed use:

- ／ Lots 1 – 31 Residential (Single-detached dwellings)
- ／ Blocks 32 – 43 Residential (Townhouses)
- ／ Block 100 Stormwater Management Facility

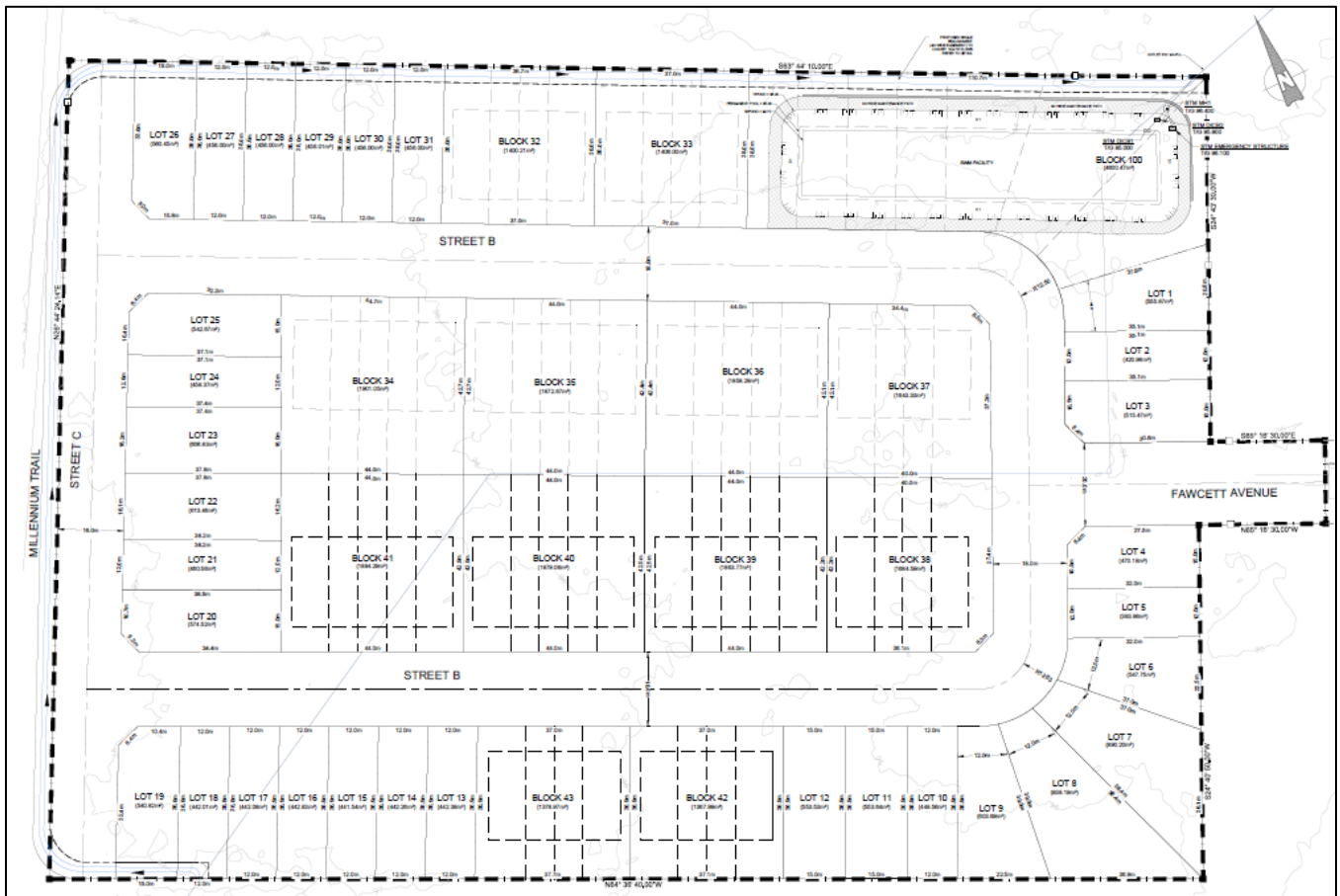


Figure 3: Draft Plan of Subdivision (Source: Ainley Group)

3.2 Single Detached Dwellings

The proposed development will contain 31 single detached dwellings located on Lots 1-31. The single detached dwellings will be concentrated around the perimeter of the site. The strategic location of single detached dwellings will ensure a transition in residential density across the site and create a compatible interface with existing adjacent residential uses to the east. The single detached dwellings along the western boundary of the property, along proposed Street C, will animate the Millennium Trail. The dwellings are proposed to be two storeys in height. Each lot will have frontage on a local street, providing for private driveways and individual servicing connections. Vehicular parking will be sufficiently provided on each lot. Amenity space and landscaped open space for each property will be provided by front and rear yards.

3.3 Townhouse Dwellings

The proposed development will contain 54 townhouse dwellings located on Blocks 32-43. The townhouse rows will range between four to five residential units. The townhouse dwellings will be primarily concentrated in the center of the subdivision, along the new proposed municipal streets, to animate the streetscape and transition density across the site. The townhouse dwellings will contribute to towards a sustainable residential density for the community and increase housing options in the area. The townhouse dwellings are proposed to be two storeys in height. Each lot will have frontage on a local street, providing for private driveways and individual servicing connections. Each unit will have a front and rear yard offering landscaped open space and amenity area. Vehicular parking will be sufficiently provided on each lot.

3.4 Access + Circulation

The proposed subdivision will incorporate municipal roads, including an extension of Fawcett Avenue and proposed Streets B and C. Street B is proposed as a “U”-shape connecting Fawcett Avenue with the proposed development, predominantly running east to west. Street C will run north-south and connect with Street B. Street C is currently proposed to run parallel to the Millennium Trail. Street C will terminate at the north and south boundaries of the subject site to facilitate potential road connections to future surrounding development. Connection to the Millennium Trail is proposed to encourage active transportation across the proposed development and within the surrounding area.

3.5 Stormwater Management

The existing drainage feature across the property is proposed to be re-routed along the western and northern boundaries of the site. The Environmental Impact Statement, discussed below, confirmed that this feature is not regulated by the Conservation Authority and should not be categorized as a watercourse as it is only functional seasonally, and therefore cannot support fish habitat. The Stormwater Management Report further confirmed that the relocation of the feature will not negatively impact drainage of the site.

A stormwater management facility, in the form of a dry pond, is proposed on Block 100 in the northeast corner of the site. The stormwater management facility is proposed to have a total area of approximately 4,600 square metres and will include a three-metre wide maintenance path around the perimeter of the pond. A desire has been expressed by County staff for combined stormwater management facilities in the buildout of the site and surrounding lands, which have been identified as having future development potential. As such, the Stormwater Facility Block has also been designed and contemplated to facilitate future residential development, should off-site combined stormwater management facilities be developed.

4.0 Supporting Studies

4.1 Servicing Report

A Servicing Report was prepared by Ainley Group in October 2023. The purpose of the report was to summarize the servicing requirements for the proposed development. The proposed development will be serviced by the municipal water distribution system. There is an existing 200mm PVC watermain, located within the right-of-way of Fawcett Avenue, and a 300mm PVC watermain located underneath the Millennium Trail. It is proposed to connect to both these watermains to create a loop in the system. The 2017 Master Servicing report confirmed that the existing water treatment plant would be sufficient to accommodate the full build out of the Picton East development area. The proposed sanitary collection system is proposed to be a standard gravitational design at a minimum depth of 1.5 metres. The sewer will be designed in accordance with municipal standards. An existing 200mm PVC sanitary is located within the right-of-way of Fawcett Avenue. Based on review of the background reports and communication with municipal staff, the existing sanitary sewers on Fawcett Avenue have sufficient capacity to accommodate the proposed development. The study notes natural gas, electrical, telephone, and cable utilities will be designed in accordance with the distributor's specifications and incorporated into the detailed design of the development. The study confirms sufficient municipal services and capacity exist to support the proposed development.

4.2 Stormwater Management Report

A Stormwater Management Report was prepared by Ainley Group in September 2023 to address the stormwater quantity and quality requirements for the proposed development. An existing swale drains through the subject property, entering at the southwest corner and exiting at the northeast corner. Within the subject property, the swale is believed to drain northwesterly to the existing trail, then easterly along the trail, before then draining northerly near the eastern property boundary. Per pre-consultation comments received from Prince Edward County staff, Quinte Conservation confirmed that this drainage feature is manmade and not considered to be a watercourse. The subject property generally slopes downward in a northeasterly direction towards the existing swale's outlet from the site. The existing swale is proposed to be re-routed, and the new ditching is proposed to intercept its flows at the southwest corner of the subject property. The residential lots along the north boundary are proposed with split drainage, and their rear-yard areas are expected to drain to the diversion ditch. The diversion feature minimizes the right-angle flow path changes to the greatest degree possible while also accommodating the proposed Draft Plan. To mitigate the potential for erosion at right-angle flow path changes, riprap is proposed to be placed within the diversion feature at these locations.

Conveyance of on-site drainage within the development is proposed via a storm sewer system and rear-yard ditching. The majority of the development is proposed to drain via the storm sewer system to a proposed stormwater management facility located within the northeast portion of the subdivision. The on-site storm sewer system will be designed with adequate capacity to convey site runoff during the 5-year design storm event, at minimum. For storm events greater than the 5-year return period, surcharging flows are proposed to be conveyed by the roadways as overland flow to the stormwater management facility. The configuration and sizing of the storm sewer system will be determined at the detailed design stage. The stormwater management facility is proposed to be designed as a dry pond to provide attenuation for site runoff, prior to discharging to the existing swale's outlet at the northeastern corner of the subject property. Stormwater quality treatment for runoff discharging from the subject property under post-development conditions, is proposed to be provided via an Oil-Grit Separator (OGS) unit installed immediately upstream of the on-site storm sewer's outlet to the stormwater management facility. An erosion and sediment control strategy will be implemented, including environmental fencing and straw bales, regular inspection, removal of erosion and sediment control devices after the site is stabilized, and exposed earth re-vegetated within 30 days. An 'Enhanced' level of stormwater quality treatment (80% TSS Removal) is expected to be provided for runoff draining from the subject property as a result of the proposed Stormwater Management plan.

4.3 Traffic Impact Study

A Traffic Impact Study was prepared by Ainley Group in June 2023. The study indicated the proposed development is anticipated to generate 66 automobile inbound and outbound trips in the AM peak hours and 77 automobile inbound and outbound trips in the PM peak hours. It was concluded that the addition of the expected 77 peak-hour vehicle trips to County Road 49, would have a negligible effect on traffic operations. It was further concluded that the intersection of Fawcett Avenue and County Road 49 would continue to operate at appropriate levels with the addition of the proposed development traffic volumes. The 6.0 metre sightline triangles within the proposed development were also evaluated and confirmed to comply with all applicable requirements.

4.4 Environmental Impact Statement

An Environmental Impact Statement (EIS) was prepared by Ainley Group in November 2023. The EIS was prepared to document the environmental features of the subject property and to provide an overview of potential impacts from the proposed development, with specific focus on the area lands designated Environmental Protection and potential implications of development of those lands. Existing condition reviews of the subject property were completed during May, June, July, and August 2017, March, May, and June 2018, and April, May, and June 2020. In summary, the property was noted to consist of a mix of forest, thicket, and meadow vegetation communities.

A drainage feature was observed to transect the property from the southwest to the northeast. The EIS notes that the existing drainage feature on the property is not regulated by Quinte Conservation Authority and is believed to be a former agricultural drain with limited, seasonal activity that cannot support fish habitat. As such, the EIS confirms that the watercourse can be re-routed to follow the Millennium Trail and north property boundary, prior to reconnecting with the existing feature at the northeast corner of the subject property.

The EIS notes the Environmental Protection boundary identified on the subject property was developed based on ELC mapping completed in support of the Picton Urban Centre Secondary Plan. Through the Secondary Plan it is understood that these boundaries may change over time as a result of project-specific EIS. Based on a review of the criteria for significant woodland, the EIS confirmed the woodlands within the Environmental Protection area are not interpreted to be significant, and Environmental Protection on the subject property is not considered to be warranted as a result of the existing woodlands.

Field investigations observed 44 Butternut trees on the property. During the completion of the Butternut Health Assessment on these individuals, 16 were determined to be retainable (Category 2) trees, while the remaining 28 individuals were determined to be non-retainable. A submission for an Overall Benefit Permit has been submitted to MECP concurrent to the completion of this EIS. Additionally, the EIS indicated there is potential for some species at risk to be found on the subject property, including Little Brown Bat, Northern Long-eared Bat, Tri-colored Bat, and Eastern Smal-footed Myotis. The EIS confirmed no significant woodlands, wetlands, valleylands, Areas of Natural or Scientific Interest, significant wildlife habitat are on or adjacent to the property, therefore no impacts will occur.

The report provides a number of recommendations, including construction mitigation measures, to protect the ecological functions of the subject lands. Provided that these recommendations are followed, the EIS concludes that the proposed development is not anticipated to negatively impact the natural heritage features or their ecological functions.

4.5 Environmental Site Assessment

A Phase 1 Environmental Site Assessment (ESA) was prepared by Ainley Group in November 2023. The ESA was prepared to identify, to the extent practicable, any current or potential environmental contamination and liabilities associated with the past and present use of the subject property. Per a review of the historic title and chronological aerial photographs, the site appears to have been used for agricultural purposes until 1962. From 1962 to 2023 the property has remained undeveloped and naturalized, and based on review of available aerial photography, no structures appeared within the property limits. The surrounding area includes residential

properties, County Road 49, as well as agricultural properties. The property does not contain wells or septic systems and is currently not serviced with municipal water and sanitary sewer. Municipal water and hydro lines are identified along the Millennium Trail. A review of the subject property through the non-intrusive site investigation noted observations of concrete debris. While the source of this material is unknown, concrete is generally considered to be an inert waste. Information provided by the interviewee, Robert MacDonald, indicates that soil testing was completed within the fill material comprising Millennium Trail (former rail line). The results of this soil testing indicate that soil adjacent to the subject property meets the background soil criteria for *O.Reg. 406/19* (Malroz Engineering, 2022). Visual observations did not identify any evidence of hazardous waste material deposition during the site walkthrough.

4.6 Stage I & II Archaeological Assessment

A Phase 1 Archaeological Assessment was prepared by Abacus Archaeological Services in August 2023. The Assessment conclude that the property had high potential for the presence of archaeological material due to its location along a historic transport route and proximity to the shore of the Bay of Quinte waterway. The property was also noted to include large undisturbed portions, despite serving primarily as agricultural land in recent history, thereby retaining archaeological potential requiring further study. A Stage 2 assessment was recommended in the form of a test pit survey on a five metre interval, due to the wooded nature of the property. A Phase 2 Archaeological Assessment was prepared by Abacus Archaeological Services in October 2023. The test pit survey did not result in the identification of any archaeological resources, features or finds of archaeological significance. Based on there results, no further work is recommended within the subject site.

5.0 Policy and Regulatory Framework

5.1 Planning Act

When considering an application for draft plan of subdivision, the approving body must evaluate the merits of the proposal against the criteria found in Section 51(24) of the *Planning Act*. The criteria are listed below:

(24) In considering a draft plan of subdivision, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to,

(a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;

The proposal has regard for the matters of provincial interest found in Section 2 in that it supports the orderly development of safe and healthy communities, the adequate provision of a full range of housing, the appropriate location of growth and development, as well as the promotion of built form that is well-designed, encourages a sense of place, and provides for spaces that are high quality, safe, attractive and vibrant.

(b) whether the proposed subdivision is premature or in the public interest;

The proposal is not premature. It is in the public interest as it seeks to develop underutilized lands within the County's Urban Boundary with 85 residential dwellings, in accordance with provincial policy, the County Official Plan, and the Picton Urban Centre Secondary Plan.

(c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any;

The proposal conforms to the County's Official Plan and Picton Secondary Plan as the lands are designated for residential use in the Urban Boundary.

(d) the suitability of the land for the purposes for which it is to be subdivided;

The intensification of the site is suitable and appropriate for development in proximity to Picton's downtown, in proximity to County Road 49 and abutting the Millennium Trail.

(d.1) if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;

The mix of housing types proposed will support a range of starting prices.

(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 development has frontage on Fawcett Avenue, which will be extended into the subdivision to provide vehicular access.

(f) the dimensions and shapes of the proposed lots;

The proposed lots and blocks have been designed in a manner that will appropriately accommodate residential dwellings, amenity area and parking.

(g) the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;

A zoning by-law amendment is being submitted concurrently with the draft plan of subdivision, which will establish appropriate restrictions on residential development on the lands. The lands will also be subject to a subdivision agreement which will impose further restrictions and obligations on the developer and future owners.

(h) conservation of natural resources and flood control;

An Environmental Impact Study was prepared to assess the proposed development. The study provides recommended mitigation measures to reduce potential impacts of the development.

(i) the adequacy of utilities and municipal services;

Adequate municipal services are available to support the proposed subdivision.

(j) the adequacy of school sites;

The proposed residential development will utilize existing elementary and secondary schools in the County.

(k) the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;

The proposal will not result in the conveyance or dedication of land for public purposes. Cash-in-lieu of parkland is proposed instead. The existing Fawcettville neighborhood includes an existing neighbourhood park, Rotary Park Fawcettville, which is east of the subject property. The cash-in-lieu of parkland to be provided will support the existing park for the benefit of existing and future Fawcett Avenue residents.

(l) the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and

The proposed redevelopment includes single detached and townhouse dwellings which have been designed in a compact form. Opportunities to maximize energy efficiency and conservation, and to maximize vegetation will be considered in the detailed design of the subdivision.

(m) the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act or subsection 114 (2) of the City of Toronto Act, 2006. 1994, c. 23, s. 30; 2001, c. 32, s. 31 (2); 2006, c. 23, s. 22 (3, 4); 2016, c. 25, Sched. 4, s. 8 (2).

The detailed technical considerations of the subdivision will be assessed through the final plan of subdivision processes.

It is our opinion that the proposed draft plan of subdivision has proper regard for the criteria found in Section 51 (24) of the *Planning Act*.

5.2 Provincial Policy Statement, 2020

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

Section 1.0 – Building Strong and Healthy Communities

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

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

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

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

b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older

persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;

The proposed development contains a variety of residential unit types, including single-detached and townhouse dwelling units, to support a range of housing needs. The proposed development will contain a mix of residential uses that will contribute positively towards the long-term needs of residents and the municipality.

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

The Phase 1 Environmental Site Assessment determined there are no environmental, health or safety concerns associated with the proposed development. There are no anticipated risks to public health and safety as a result of the proposal.

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

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

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

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

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

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

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

The proposed development will utilize existing municipal services and infrastructure, including water, sanitary and municipal roads.

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

The proposed subdivision provides a compact form of development that makes efficient use of land and has been designed to promote active transportation. Vegetation on the site will be maintained where possible. Where vegetation cannot be preserved, it will be replaced elsewhere through high quality landscaping and planting of native trees and vegetation.

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

The development will result in a density of 23.0 dwelling units per net hectare. The proposed development provides a compact form of development that makes efficient use of land and has been designed to promote active transportation. As a result, the proposed development seeks to appropriately develop the project lands while also promoting environmental protection and reducing impermeable surfaces.

Section 1.1.3.1 requires that Settlement Areas be the focus of growth and development. The lands are located within the Municipality's urban boundary. The proposed development will result in 85 new residential dwellings which will contribute to the vitality and development of the existing urban area. Section 1.1.3.2 of the PPS requires that land use patterns within settlement areas shall be based on densities and a mix of land uses which:

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

The proposed development achieves a density of approximately 23.0 dwelling units per net hectare and contains a mixed of residential built forms. The subject site represents under-utilized land within the settlement area. Redevelopment and intensification of this site will more efficiently use available land and planned infrastructure within the urban boundary.

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

The design of the development emphasizes the promotion of sustainable development practices through the reduction in impermeable surfaces and natural stormwater management solutions.

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

The proposed public streets within the development will be shared routes for pedestrians, cyclists and vehicles, and will provide connection to the abutting Millennium Trail. The proposed development, and expansion of the Picton built area, will promote active transportation throughout the site and to surrounding uses. Although there is currently relatively limited public transit service in the area, the proposed development will increase potential ridership numbers in proximity to the downtown area, supporting the potential for efficient transit services offered by Prince Edward County.

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

The provisions of Section 1.1.3.3 are discussed below.

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

The Town of Picton is the main urban settlement area within Prince Edward County. The Picton Urban Centre is comprised of a concentration of the major residential, commercial, industrial, institutional, and recreational activities in the County. The extent of the urban settlement area is shown on Appendix A Map 14 of the Prince Edward County Official Plan. The relevant policies of the Official Plan and Secondary Plan are discussed later in this report. The proposed development will result in 85 residential dwellings. The proposed development represents a range of housing types and the intensification of generally under-utilized lands within the urban settlement area.

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

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

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

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

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

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

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

The proposed development represents intensification of an under-utilized site within the urban boundary. The development will contain a variety of housing typologies, including townhouse and single-detached dwellings. The proposed development represents an efficient use of land within the urban boundary, introducing mixed-density housing forms which can be accommodated by existing municipal infrastructure.

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

The proposed development will utilize existing and planned municipal services and infrastructure. The infill and intensification of residential uses will contribute to optimizing planned infrastructure improvements in the area and increase the efficiency of planned municipal servicing expansion within the urban boundary.

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

The proposed development will result in compact built form with a density of 23.0 dwelling units per net hectare and represents an efficient use of under-utilized land within Picton's urban centre. Active transportation will be improved in the area through the creation of new sidewalks and formal connections to the Millennium Trail. New higher density residential development will support a potential future public transit system.

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

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

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

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

The proposed development includes a connection to the abutting Millennium Trail for all residents and is within walking distance of Rotary Park Fawcettville.

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

The subject site does not contain shoreline.

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

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

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

1.6.2 Planning authorities should promote green infrastructure to complement infrastructure.

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

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

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

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

The proposed development is located within the urban boundary and contains a mix of uses and densities. A pedestrian connection to the Millennium Trail will encourage active transportation and increase use of the existing active recreation infrastructure. While not located within Picton's downtown core, the subject site is located within walking distance of neighbourhood commercial uses at the entrance of the Fawcettville neighbourhood along County Road 49. Higher density development in this location will encourage increased use of existing and planned public transit services, as well as active transportation facilities. Although there is currently no public transit service in the area, the proposed development will increase potential ridership numbers in proximity to the downtown area, supporting the potential for efficient transit services offered by Prince Edward County.

1.7.1 Long-term economic prosperity should be supported by:

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

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

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

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

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

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

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

The proposed development is located in proximity to County Road 49 in Prince Edward County. The development's proximity to the downtown core will increase the consumer base for the central business district, thereby enhancing the vitality of downtown Picton.

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

The proposed development represents a contemporary built form with diverse well-designed homes that will contribute to a sense of place within the community. The new local streets will connect the proposed development internally and increase access to the surrounding community, ensuring a sense of connectivity and encouraging the use of active transportation in accessing existing amenities. The proximity to downtown Picton will also foster a broader sense of community belonging for residents.

- f) *promoting the redevelopment of brownfield sites;*

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

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

Active transportation will be improved in the area through the creation of public streets and connections to the Millennium Trail that support pedestrian safety. The proximity to neighbourhood commercial uses provides local amenities for residents, minimizing the length and number of vehicle trips. Although there is currently no public transit service in the area, the proposed development will increase potential ridership numbers in proximity to the downtown area, supporting the potential for efficient transit services offered by Prince Edward County.

- h) *providing opportunities for sustainable tourism development;*
- i) *sustaining and enhancing the viability of the agricultural system through protecting agricultural resources, minimizing land use conflicts, providing opportunities to support local food, and maintaining and improving the agrifood network;*
- j) *promoting energy conservation and providing opportunities for increased energy supply;*
- k) *minimizing negative impacts from a changing climate and considering the ecological benefits provided by nature; and*
- l) *encouraging efficient and coordinated communications and telecommunications infrastructure.*

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

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

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

The proposed development represents a compact built form, with a site-wide density of 23.0 dwelling units per net hectare. The site is located in proximity to County Road 49, one of the main transportation corridors in the area. Fewer and shorter vehicle trips will be required to access basic amenities due to the proximity of neighbourhood commercial uses. The proposed development will improve connections between residential areas and the Millennium Trail. A stormwater management pond will be incorporated as part of the subdivision. New landscaping and planting of native species of vegetation will be introduced across the site, greatly increasing the quantity and quality of on-site vegetation.

Section 2.0 – Wise-Use and Management of Resources

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

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

An Environmental Impact Study (EIS) has been completed which documents the environmental features of the subject site. The study provides numerous mitigation measures which will be undertaken to reduce impacts and protect the natural features of the site and surrounding area. An Overall Benefit Permit has been submitted to Ministry of the Environment Conservation and Parks related to the required Butternut tree removal.

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

The EIS determined that the proposed development is not anticipated to negatively impact the natural environment, provided that the recommendations within the report are implemented. The subject site does not contain, nor is it located adjacent to, Provincially Significant Wetlands (PSWs), Coastal Wetlands, Significant Woodlands, Significant Valleylands, Areas of Natural and Scientific Interest (ANSI), or Significant Wildlife Habitat.

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

The Environmental Protection Area Zone of the site was reviewed through the Environmental Impact Study which concluded that no significant woodlands were observed on the site and the woodlands present do not fit the criteria to be considered “significant”. As such, the EIS supports the redesignation of these lands, as proposed. The subject site does not contain, nor is adjacent to, Provincially Significant Wetlands (PSWs), Coastal Wetlands, Significant Woodlands, Significant Valleylands, fish habitat, or Areas of Natural, Scientific Interest (ANSI) or Significant Wildlife Habitat.

Section 3.0 – Protecting Public Health and Safety

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

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

5.3 County of Prince Edward Official Plan

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

The following sections of the Official Plan will be addressed:

- / Section 2.0 – County Context and Future Direction
- / Section 3.0 – Shaping the County
- / Section 4.0 – County Land Use Designations
- / Section 5.0 – The County Toolbox – Implementation Policies

Section 2.0 – County Context and Future Direction

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

Section 2.3. A Vision for the Future

2.3.1 Principles

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

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

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

Section 2.4. Growth Management

2.4.1 Approach

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

The proposed development will result in 85 residential dwellings. The proposed development represents a range of housing types, including single detached and townhouse dwellings, and the intensification of under-utilized lands within the urban settlement area.

Section 2.5 Policies

a) This Plan accommodates growth in various locations throughout the County. Notwithstanding this flexibility, the identified Urban Centres shall be the primary focus for new growth. Villages and Hamlets will also play a key role in accommodating new growth, in concert with their ability to provide context appropriate levels of infrastructure, whether municipal, communal or individual servicing systems/facilities.

b) When reviewing development proposals within the Urban and Rural Settlement Areas, the County will consider the following criteria:

- i. New development shall be compatible with the local context;*
- ii. New development shall occur in proximity to existing development and shall have a mix of uses and densities that allow for the efficient use of infrastructure service systems/facilities that are appropriate for the local context;*
- iii. The County shall ensure the orderly progression of growth within the Urban and Rural Settlement Area boundaries and shall link the approval of new development to the protection of the Natural Heritage System, the conservation of Cultural Heritage Resources and timely provision of the appropriate infrastructure systems/facilities; and,*
- iv. The scale and nature of new development applications on a property that includes or is adjacent to a natural heritage feature and area identified in this Plan or in the Zoning By-law will determine if the application will be accompanied by an Environmental Impact Study. An EIS will ensure that the natural heritage feature and area and its associated ecological functions are protected from any negative impact related to the proposed development.*

The proposed subdivision has been designed to provide an appropriate transition in height and density from surrounding low density residential uses. The proposed subdivision will incorporate two-storey building heights which will be compatible with the existing low density residential development to the east. The proposed development represents an efficient use of land within the urban boundary, introducing a mix of residential densities and mixed residential built forms which can be accommodated by existing and planned municipal infrastructure. The design of the proposed development incorporates a connection to the abutting Millennium

Trail. An EIS has been prepared to assess the area of environment protection on the site and confirmed the identified area is not considered significant. Portions of the site will be maintained as green space, including a stormwater management pond. New landscaping and planting of native species of vegetation will be introduced across the site, greatly increasing the quantity and quality of on-site vegetation.

Section 3.0 – Shaping the County – General Development Policies

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

Section 3.3 Livable Community

3.3.3 Housing Policies

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

The proposed development represents a compact built form, with a site-wide density of 23.0 dwelling units per net hectare. The development represents intensification of an under-utilized site within the urban boundary. The development will integrate a range of built forms and typologies to support a range of housing needs. The proposed development will contain a mix of residential uses that will contribute positively towards the long-term needs of residents and the municipality.

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

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

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

The proposed development includes a range of housing choices that will assist in meeting the needs of different demographic and income groups. Furthermore, the introduction of 85 new dwellings on the subject lands will help increase the County's housing stock, which in turn will assist with the broader housing shortage which is contributing to housing affordability issues.

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

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

The proposed development represents a compact built form. The development represents intensification of an under-utilized site within the urban boundary. The development will contain a variety of housing typologies. The proposed development introduces a mix of density and residential built forms which can be accommodated by existing and planned municipal infrastructure.

Section 3.4 Infrastructure

3.4.3.1 Servicing Policies for the Picton and Wellington Urban Centres

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

The proposed development represents intensification of an under-utilized site within the urban boundary. The development will contain a variety of housing typologies, including townhouses and single detached dwellings. The proposed development will be accommodated by existing and planned municipal infrastructure.

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

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

The proposed development will utilize municipal services and infrastructure, as confirmed by the Servicing Report.

3.4.4 Stormwater Management Policies

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

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

- a) *Evaluates stormwater management on a 'watershed' based approach;*
- b) *Incorporates an integrated treatment approach to minimize stormwater management flows and reliance on end-of-pipe controls through measures including source controls, lot-level controls, LID's and conveyance techniques, such as grass swales, where appropriate;*
- c) *Identifies the specific location of permanent end of pipe facilities, the areas they will service, and considerations for their size, shape and design criteria;*
- d) *Evaluates, at appropriate geographic scales, predicted changes in the water balance between pre-development and post-development conditions, and evaluates how such changes will be minimized;*
- e) *Evaluates, at appropriate geographic scales, anticipated changes in phosphorus loadings between pre-development and post-development, and evaluates how this can be minimized;*
- f) *Offers specific direction on how end of pipe stormwater management works shall be designed, to satisfy, at a minimum, the enhanced protection level specified by the Municipality; and*
- g) *Identifies criteria and circumstances upon which interim stormwater facilities may be considered or precluded.*

The Stormwater Management Report indicated that peak flow rates discharging from the subject property to the existing on-site swale's outlet, are expected to be attenuated to less than pre-development peak flow rates for all return periods up to the 100-year return frequency design storm events. Further, an 'Enhanced' level of stormwater quality treatment is expected to be provided for runoff draining from the subject property.

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

The Servicing Report concluded that the proposed development will utilize municipal services and infrastructure.

Section 4.0 – The County Land Use Designations

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



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

Section 4.1 Settlement Areas

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

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

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

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

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

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

The proposed development supports complete communities by offering a mix of housing options, at different price points, in proximity to Picton's downtown area and the Millennium Trail. The development will contribute to the optimization of municipal services and efficiently use existing municipal infrastructure. Given that the subject site is located in proximity to County Road 49 and within the urban boundary, this location is appropriate for moderate residential intensification.

Section 4.1.2 Urban Centres Designation

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

The following policies are applicable to the site:

4.1.2.1 Policies

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

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

Section 5.1 Plan Administration

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

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

A zoning by-law amendment is required to permit the proposed development, which conforms with the intentions of the Official Plan, as discussed herein. An application for draft plan of subdivision is also being submitted to permit the proposed development and anticipated land division.

Section 5.1.3 provides policies related to land division.

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

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

A Servicing Report has been prepared which demonstrates adequate water and sanitary sewer capacity is available for the proposed development.

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

The proposed development seeks to add 85 residential dwellings within the urban boundary, which will contribute to the municipality's tax base. The proposed subdivision will utilize existing municipal services.

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

The proposed development has been designed to provide connection to the abutting Millennium Trail and to provide an appropriate transition from the existing residential development to the east on an existing underutilized property within the County's urban boundary.

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

The proposed subdivision will incorporate single detached dwellings and townhouses dwellings, providing a variety of housing types and starting prices.

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

The subject site is located abutting the Millennium Trail and the proposed subdivision will formalize a connection to the Trail which will benefit the proposed residential dwellings as well the existing surrounding community.

f) Addresses issues of energy conservation and sustainability; and

The proposed development represents development of an underutilized site within the County's urban boundary. The proposed subdivision will contribute towards more efficient use of existing municipal services and infrastructure. The development will promote active transportation due to the site's location abutting the Millennium Trail and proximity to Picton's downtown area.

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

The proposed development has considered and implemented the design guidelines of the Picton Urban Centre Secondary Plan, which are discussed herein.

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

A subdivision application is being submitted together with the required studies and plans identified as part of the pre-application meeting process.

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

It is understood the County will prepare the applicable draft conditions for the proposed subdivision.

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

5.4 Picton Urban Centre Secondary Plan

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

A Community Vision for Picton – Hallowell

Picton-Hallowell is the heart of the County. It is a community of people and places, tradition and transformation. It is a gathering place that blends its built heritage with its living heritage, friendliness, small town charm and quality of life. This community is united by the elements that comprise it – a diversity of employment, affordable

housing, historical aspects of the community, walkability, vibrant downtown, natural environment, local food sources, and recreational opportunities. Picton-Hallowell's community is shaped by these elements. Looking to the future, the residents of Picton-Hallowell envision living in a community that:

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

The proposed development is consistent with the Community Vision for Picton-Hallowell, in that it encompasses many of the qualities that are outlined above. The proposed development has been designed and planned to incorporate the principles of sustainable development throughout the site, through the use of active transportation connections and the use of strategic dense built form. The proposed development seeks to complement the surrounding residential uses while also incorporating new built forms. The subject site is located within the Picton Urban Centre and represents an ideal opportunity to promote active transportation. Greater residential density in proximity to small-scale commercial uses and connections to the Millennium Trail will encourage healthy lifestyles and promote active transportation opportunities for residents and the public. The proposed development will utilize existing municipal water and sewer servicing. The proposed development will incorporate public streets that have sufficient width and sidewalks to accommodate local traffic, as well as improving safety for pedestrians and cyclists. As much of the existing mature vegetation across the site as possible will be maintained. Where it is not possible to maintain existing trees and plants, new landscaping and native plantings will contribute to both the visual appeal of the site, as well as promote its sustainability and environmental resilience. Trees and other vegetation provide numerous passive benefits, including filtration of airborne pollutants and carbon-dioxide, increase urban biodiversity, and reduce air temperatures around them to mitigate 'urban heat island' effects. The proposed subdivision includes a mix of housing types and densities. As such, the development will accommodate a mix of people with varying needs, budgets, and lifestyles. Safety throughout the site will be maintained by ensuring adequate lighting and sightlines are maintained in public areas, as well as by adhering to the principles of Crime Prevention Through Environmental Design (CPTED). By contributing 85 residential units within the urban center, the proposed development will help promote and support a thriving neighbourhood.

Part Two: Land Use

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

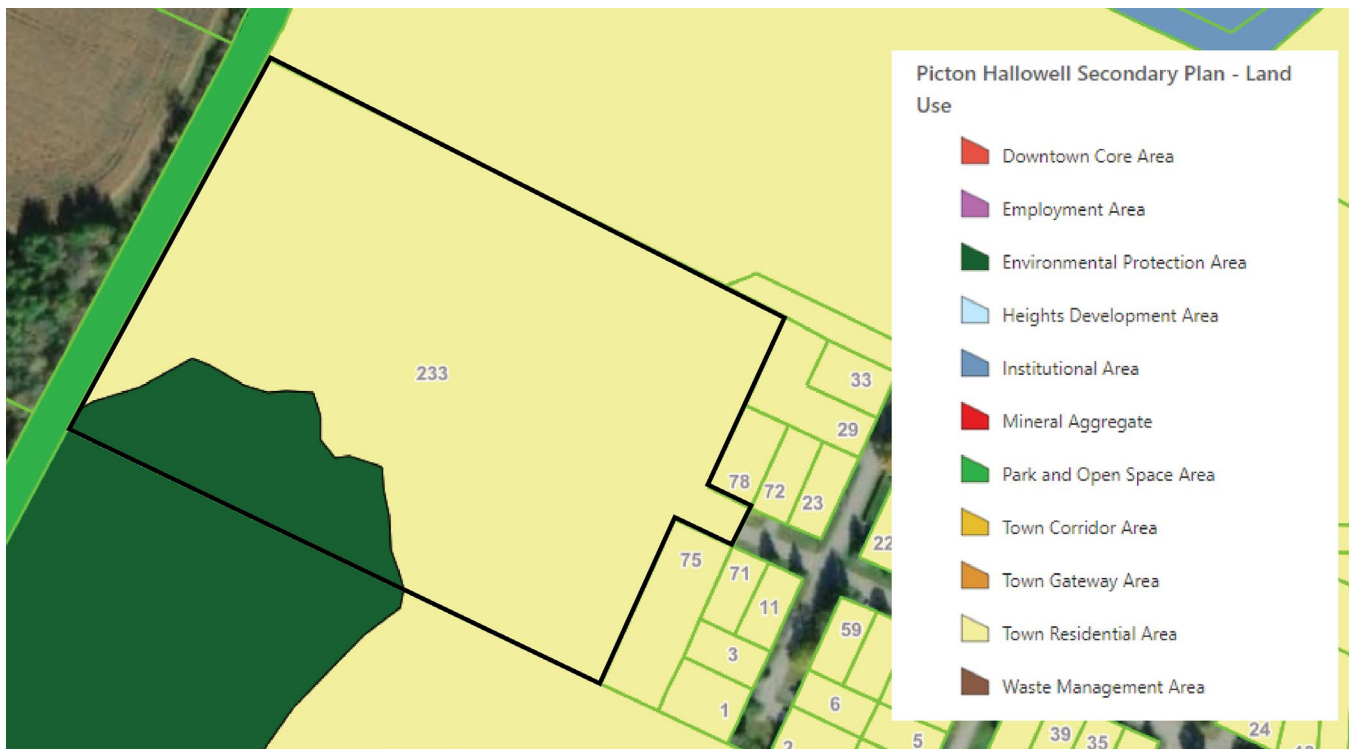


Figure 5: Schedule A – Secondary Plan Land Use Map (Source: County of Prince Edward Maps)

Section 2.4 – Town Residential Area

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

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

The proposed development will result in 85 residential dwellings in the community. The proposed development represents a range of housing types, including single detached and townhouse dwellings, and the intensification of generally under-utilized lands within the urban settlement area. The surrounding area is predominantly detached dwellings, therefore, the proposed development will complement and increase the housing stock of the neighbourhood.

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

The proposed development supports complete communities by offering a mix of housing options within a neighbourhood in proximity to open space and neighbourhood commercial uses. The development will contribute to the optimization of planned municipal servicing expansion and efficiently use existing municipal infrastructure.

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

The proposed development represents appropriate infill of under-utilized lands within the settlement area. The increased residential population density resulting from the proposed development will allow more efficient and coordinated infrastructure expansion and usage. The site will connect with existing active transportation facilities and the existing road network.

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

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

The subject site consists of under-utilized land located at the edge of the urban boundary and adjacent to residential dwellings. The proposed development will extend the neighbourhood by establishing new municipal roads and active transportation connections. Infill of under-utilized lands within the settlement area mitigates the need to expand the settlement boundary unnecessarily, making use of existing municipal infrastructure. The proposed development will help support existing community infrastructure and positively contribute to the vitality of Picton. The proposed development will support the character of the community while establishing to a diverse and livable neighbourhood.

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

The proposed development contains a mix of residential unit types, including townhouse and single-detached dwelling units.

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

The proposed development meets the minimum residential density target of the Secondary Plan by providing a density of 23.0 dwellings units per net hectare (85 units on 3.69 hectares, not including roads or stormwater facility).

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

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

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

The proposed development does not include commercial uses. There is an existing neighbourhood commercial use within the Fawcettville neighbourhood.

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

The proposed development, and expansion of the Picton built area, will promote active transportation throughout the site and to surrounding uses via sidewalks and connection to the Millennium Trail. Two new municipal roads will be created to provide connection from Fawcett Avenue and to provide connection from the residential community east of the site. Although there is currently no public transit service in the area, the proposed development will increase potential ridership numbers in proximity to a downtown area, supporting the potential for efficient transit services offered by Prince Edward County.

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

The proposed development represents a contemporary built form with diverse well-designed homes that will contribute to a sense of place within the community. The development will comply with Ontario Building Code standards and will promote sustainable and climate resilient development practices.

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

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

The proposed development represents appropriate infill of under-utilized lands within the Town Residential Area. Infill of under-utilized lands within the settlement area mitigates the need to expand the settlement boundary unnecessarily, making use of existing municipal infrastructure. The development and expansion of the Picton built area will promote active transportation throughout the site and to surrounding uses. The proposed development includes a mix of housing types and densities. As such, the development will accommodate a mix of people with varying needs, budgets, and lifestyles. By contributing 85 residential dwellings within the urban centre, the proposed development will help promote and support a thriving neighbourhood.

4. *Recognize a preferred target residential density of 25 units/net hectare (10 units/net acre) for residential intensification in the Town Residential Area. Higher density may be permitted in exchange for the provision of community benefits consistent with the policies of Subsection 5.1.1.4 of this Plan with respect to height and density bonusing.*

The proposed development represents a density of 23.0 dwelling units per net hectare, which is slightly below the preferred target. The layout and building typologies have been carefully considered to ensure an appropriate and compatible transition from the existing low density residential development to the east.

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

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

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

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

The proposed development represents appropriate infill of under-utilized lands within the Town Residential Area. Given that the subject site is located in proximity to County Road 49, abutting the Millennium Trail, adjacent to an existing built-up area, and within the urban boundary, this location is appropriate for moderate residential intensification.

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

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

The proposed development will utilize municipal services and infrastructure and incorporate a stormwater management pond. The site is located with frontage on Fawcett Avenue in proximity to County Road 49, which will accommodate the proposed development. The proposal includes an extension of Fawcett Avenue as well as two internal public streets to improve vehicular and pedestrian movement across the site.

- e) *Proposed development is compatible with the built form and character of the surrounding neighbourhood with respect to height, massing, landscape, and streetscape;*
 f) *Proposed development provides adequate privacy, sunlight, and views of the sky for existing and new residents;*

The proposed development incorporates two-storey single detached dwellings and townhouse dwellings which are compatible with and are appropriately transitioned from the surrounding low density residential community. The subdivision represents a contemporary built form that respects the privacy, sunlight and views of the sky for existing and new residents of the neighbourhood. The proposed townhouse dwellings are located centrally within the site, transitioning to single detached dwellings towards existing residential uses and the Millennium Trail. The subject site is located on the periphery of an existing residential neighbourhood and is in proximity to County Road 49.

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

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

- h) *Proposed development conforms to the policies of Sections 2.12.1, 2.12.2, and 2.12.3 of this Plan regarding the Town Square, Picton Harbour, and Warings Creek Policy Areas, as appropriate.*

The subject site is not located within these policy areas.

Section 2.10 – Environmental Protection Area

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

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

Part Three: Community Facilities and Services

Section 3.1 Transportation and Circulation

Section 3.1 of the Secondary Plan provides policy direction to guide the development of the transportation system in the Picton-Hallowell planning area. The transportation system has a direct influence on land use, quality of life, and community health. The Picton-Hallowell transportation system is comprised of a network of roads, trails, and waterways which facilitate the movement of goods and people throughout the County.

The development proposes the extension of Fawcett Avenue, an existing public street, into the proposed subdivision connecting with a new U-shape street to create an internal crescent. This will improve traffic flows through the site and facilitate an efficient lot fabric. An additional internal street, Street C, is proposed to run north-south along the western property line. This street will further improve the flow of traffic across the site and provide opportunities for connectivity with adjacent lands in the event of future residential development. Pedestrian connection to the Millennium Trail will encourage the use of active transportation and support recreational use of the existing trail system. Although there is currently no public transit service in the area, the proposed development will increase potential ridership numbers in proximity to a downtown area, supporting the potential for efficient transit services offered by Prince Edward County.

The Traffic Impact Study was prepared to assess the proposed development and confirmed the traffic generated by the development can be accommodated by the intersection of Fawcett Avenue and County Road 49 without

the need for auxiliary turning lanes and without adversely affecting through traffic. The traffic assessment confirmed the proposed development would have a negligible effect on traffic operations.

Schedule B of the Secondary Plan provides a transportation map, which includes road hierarchy waterways, and potential future routes/expansions. Amendments to this Schedule are proposed as part of the Official Plan Amendment to reflect the proposed street network.

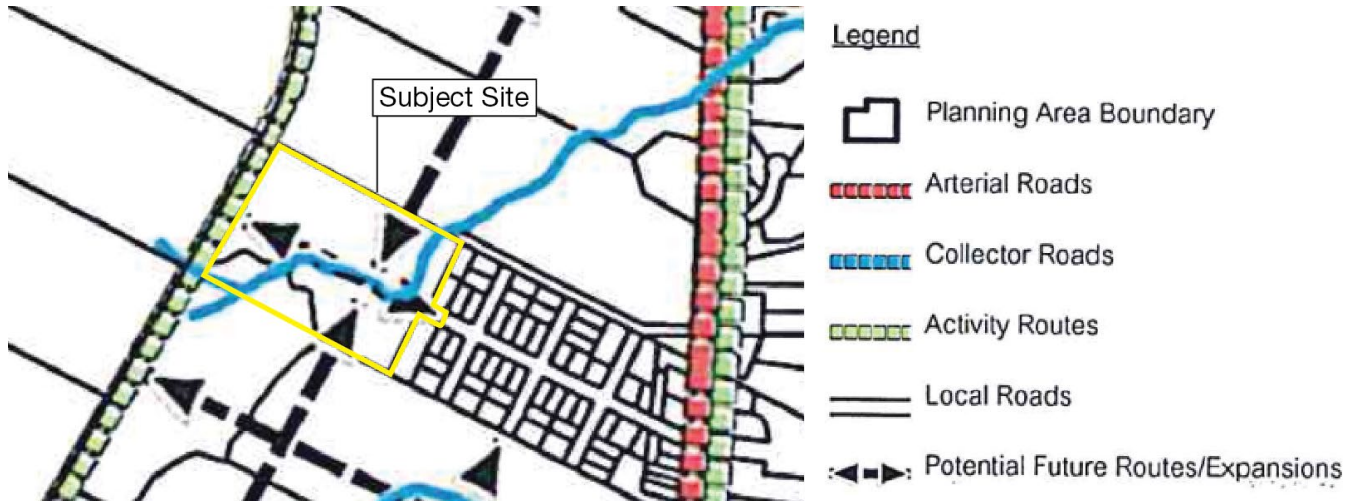


Figure 6: Schedule B – Secondary Plan Transportation Map (Source: County of Prince Edward Maps)

Section 3.2 – Services and Utilities

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

Section 3.2.1 presents a servicing strategy, given the servicing challenges facing the lands within the secondary planning area, based on the provisions of a municipal water supply and sanitary sewage collection system by Service Area. The subject site is identified within Service Area 1 on Schedule F Secondary Plan Service Areas of the Secondary Plan. The Plan specifies that development can proceed on full municipal water and sewer services within Service Area 1. A Servicing Report was prepared in support of the proposal, which concluded that the development will be sufficiently serviced by the municipal water distribution system and the municipal wastewater treatment facility by virtue of a gravity sanitary collection system.

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

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

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

Part Four: Quality of Place in Picton-Hallowell

Section 4.1 Town Design

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

Section 4.1.1 Residential Design

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

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

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

The proposed development incorporates a mix of dwelling types and densities within the existing neighbourhood. The proposed development represents the continued buildout of the existing Fawcettville neighbourhood. Given that the subject site is located in proximity to County Road 49 and within the urban boundary, this location is appropriate for moderate residential intensification. In order to mitigate impacts on surrounding lower density residential development, the townhouses have been located centrally on the site.

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

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

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

The proposed development represents a contemporary built form and an extension to the existing Fawcettville neighbourhood. The proposed dwellings will have building heights of two-storeys, consistent with the surrounding residential area.

- 4. Encourage the extension of existing neighbourhoods in the Town Residential Area and new neighbourhoods within the Heights Development Area based on a grid-like pattern of street so as to provide a strong circulation network. Such a network should link local residents with important community elements, amenities, and adjacent neighbourhoods and provide sufficient access for both vehicular and active modes of transportation.*
- 5. Ensure that community uses in the extension neighbourhoods in the Town Residential Area and new neighbourhoods within the Heights Development Area are at a neighbourhood scale and are visually compatible with surrounding development. Such uses should be connected with surrounding development by means of streets, sidewalks, walkways or bicycle paths, and open space. Planting should be used to buffer parking and service areas from surrounding development.*

The proposed development represents an extension of the existing Fawcettville neighbourhood in the Town Residential Area. The proposed internal street network ensures future connection opportunities to adjacent undeveloped lands. Pedestrian connections to the Millennium Trail are proposed to encourage active transportation and enhance access to the recreational amenity. Connections to County Road 49 via Fawcett Avenue will provide residents access to the broader neighbourhood and allow neighbouring residents and visitors to access the site. No community uses are proposed within the development.

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

The proposed dwellings will be designed to minimize the appearance of street facing garages wherever possible. The proposed development reflects a contemporary built form and urban design that inherently reduces the appearance of garages.

7. *Establish residential design guidelines for infill development in the Town Residential Area to ensure that the design and development intent of this Plan are achieved (refer to Section 2.4.1). Design elements to be considered by the guidelines include:*
 - a. *Site design and building orientation, including: orientation to the street; prevailing setbacks; prevailing lotting and grading; orientation to reduce shadows, improve privacy, increase solar gain; tree and landscape preservation;*
 - b. *Built form, height, and massing, including: building height and local context; separation distance and window offsetting; outdoor amenity views/privacy; upper building storey face step-backs to reduce building mass and reduce shadows; transition from taller to shorter buildings (45° angular plane);*
 - c. *Building articulation and detailing, including: architectural style; preferred finishing materials; accesses and entrances; façade design; windows; roofs, gables, and dormers; porches and building projections; heritage building alterations/additions; parking and garage location/design; screening of parking and service areas/utilities;*
 - d. *Street design, including: prevailing front yard landscaping; landscape/streetscape integration; private walkway/sidewalk connection; street tree planting; landscaped buffer/noise attenuation on major corridors; active transportation network integration/connections;*
 - e. *Community and commercial uses, including: site design and building orientation; built form, height, and massing; building articulation and detailing; parking location and design; pathway and trail connections.*

The design of the proposed development has given detailed consideration to site design, building orientation, built form, and landscaping. Strong emphasis has been placed on transitioning density across the site through residential built form. More refined design details, such as building articulation and cladding, will be addressed through the review process and through subsequent final plan of subdivision approval.

Section 4.3 Housing

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

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

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

The proposed development will contribute 85 residential dwellings to the existing housing stock in the Picton-Hallowell area. This will allow for efficient and appropriate residential growth with the urban area.

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

The proposed development includes standard townhouse dwellings and single detached dwellings, providing a range of housing for the current and future needs of residents. As a result, 85 dwellings will become available on the market having a range of price points to appeal to households with different needs and budgets.

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

As a development featuring townhouse dwellings and located in proximity to the downtown core, the proposed development will provide housing stock that will enable seniors to age in place. Although not specifically intended as housing for seniors, the location of the site ensures that all residents are able to live in proximity to important daily services and amenities. The development will contribute to a greater range of unit types and sizes that will be more attainable in price. The proposed development will comply with the standards of the AODA and the Ontario Building Code to ensure accessibility for all members of society.

Implementing Policies – Council shall:

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

The proposed development represents redevelopment of under-utilized lands within the urban boundary. Residential intensification of the site is appropriate within the context of the surrounding neighbourhood. The subject site is designated Urban Area. The relevant policies of Section 2.4, regarding the Town Residential Area, are addressed above. Section 2.5 pertains to mixed-use areas which are identified as the Downtown Core Area, Town Gateway Area, and Town Corridor Area. The subject lands are located outside of these mixed-use areas.

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

The Servicing Report concludes that the proposed development will be sufficiently serviced by municipal water and wastewater facilities.

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

This policy is not relevant to the proposed development.

5. *Work toward achieving a target of 33 percent of new housing to be developed as affordable which term is defined as:*
 - a. *In the case of ownership housing, the least expensive of:*
 1. *Housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for households with incomes in the lowest 60 percent of the income distribution for the County; or*
 2. *Housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the County; and*
 - b. *In the case of rental housing, the least expensive of:*
 1. *A unit for which the rent does not exceed 30 percent of gross annual household income for households with incomes in the lowest 60 percent of the income distribution for renter households for the County; or*
 2. *A unit for which the rent is at or below the average market rent of a unit in the County.*

The proposed single detached and townhouse dwellings have the potential to provide opportunities for second residential units, offering an attainable housing option for home ownership and rental. It should also be emphasized that the 85 proposed residential dwellings will provide an increase to available housing options on the market. By increasing available stock, housing prices in the area may become generally more affordable due to an improved balance between supply and demand.

6. *Encourage the provision of affordable housing by:*
 - a) *Supporting increased residential densities in appropriate locations and promoting a full range of housing types – including semi-detached, duplex, triplex, townhouse, and apartments -as part of development or redevelopment.*
 - b) *Permitting second units within existing and proposed single-detached, semi-detached, and townhouse units, and accessory units as appropriate;*

- c) *Permitting the conversion of single-detached residential dwellings into not more than three separate dwelling units, and the conversion of semi-detached and townhouse dwellings into not more than two separate dwelling units;*
- d) *Permitting the conversion of non-residential buildings to residential use preferably to include affordable housing;*
- e) *Informing the community of government grants available to encourage the creation of second units, converted units, and accessory units;*
- f) *Providing infrastructure in a timely manner;*
- g) *Negotiating agreements with the public and private sectors to provide affordable housing through the draft plan of subdivision, plan of condominium, rezoning, and consent processes;*
- h) *Enacting a Municipal Housing Capital Facilities By-law under the Municipal Act to enable the County to enter into agreements with private and non-profit partners for the provision of affordable rental housing;*
- i) *Streamlining of the development approvals process for projects that provide affordable housing as defined by the County;*
- j) *Providing, on a case-by-case basis, relief from development, planning, permit, and other fees normally charged for projects that provide affordable housing as defined by the County;*
- k) *Equalizing the tax ratio for new multi-unit residential buildings in accordance with Federal and Provincial affordable housing guidelines;*
- l) *Considering alternative residential development standards to facilitate affordable housing and a more compact development form; and m) Considering innovative housing models, such as cohousing and life-lease housing.*

The proposed development will contribute 85 residential dwellings, in a mix of housing types and densities, to the existing housing stock in the Picton-Hallowell area. The diverse housing types will offer a range of starting prices. This will allow for efficient and appropriate residential growth with the urban area.

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

The proposed development includes a range of housing types, densities and built forms which will serve the needs of a diverse group of people.

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

The subject site is not within the Downtown Core Area.

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

The proposed development will provide new, more attainable housing options.

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

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

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

This policy is not relevant to the proposed development.

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

This policy is not relevant to the proposed development.

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

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

The proposed development will not include any special needs housing.

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

The proposed development will not include any garden suites.

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

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

The proposed development will not include any garden suites.

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

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

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

Section 4.5 – Infill Development and Community Improvement

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

Section 4.5.1 – Infill Development

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

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

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

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

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

The proposed development represents appropriate infill of underutilized lands in proximity to the downtown core. The proposed infill development will include the creation of 85 residential dwellings, split among a mix of dwellings including townhouse dwellings and single-detached dwellings. By introducing a mix of built forms to the area, the proposed development both reflects the existing character of the surrounding area, as well as allows for increased density within Picton's urban boundary. The site will contain residential adjacent to the Millennium Trail, contributing towards a more complete neighbourhood which efficiently utilizes existing municipal servicing infrastructure. Given the location of the subject site in proximity to County Road 49 and Picton's downtown area, this is an appropriate location for compatible residential development.

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

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

Section 4.6 Green Infrastructure

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

Section 4.6.2 of the Secondary Plan identifies policies for the natural heritage system, defined as a series of connected natural spaces with long term ecological value. The spaces and features in Picton-Hallowell requiring consideration could include areas of natural and scientific interest (ANSI), fish habitat, habitat of endangered and threatened species, valley lands, wetlands, wildlife habitat, woodlands, shorelines, natural hazards, and the natural corridors that link them. The southwestern corner of the site is designated Environmental Protection Area and an intersecting watercourse is shown traversing the length of the site on Schedule A of the Secondary Plan. An Environmental Impact Study was prepared to assess potential implications and impacts of the proposed development. The EIS identifies the watercourse as a former agricultural drain with intermittent water that is not interpreted to support fish or fish habitat. The EIS also notes that the Environmental Protection on the site was intended to protect a potential significant woodland feature, though the observed features are not considered to be significant or rare in the landscape. The EIS concluded that the existing drainage feature can be re-routed to follow the Millennium Trail and north property boundary, prior to reconnecting with the existing feature at the northeast corner of the site. Further, it concluded that significant woodlands are not anticipated to be present on the site, resulting in the redesignation of the lands to support residential uses.

Part Five: Implementing Plan Picton-Hallowell

Section 5.1 – Plan Administration

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

Section 5.1.3.1 – Draft Plan Approval (Subdivision/Condominium)

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

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

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

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

The submitted draft plan illustrates that the proposed development will not result in any landlocked parcels. The proposed lots and blocks have been designed to appropriately accommodate residential dwellings.

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

All dwellings will have access to a new municipal road. New roads will be developed to County standards.

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

An Environmental Impact Study (EIS) has been completed and submitted in support of the proposed development. The EIS recommends mitigation measures to reduce potential impacts on natural features and resources on the subject site. An Overall Benefit Permit has been submitted with the Ministry of the Environment, Conservation and Parks due to the required removal of Butternut trees on the property.

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

The proposed development will be constructed in a single phase.

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

The proposed development will contribute parkland dedication in the form of cash-in-lieu to the County. The existing Fawcettville neighborhood includes an existing neighbourhood park, Rotary Park Fawcettville, which is east of the subject property. The cash-in-lieu of parkland to be provided will support the existing park for the benefit of existing and future Fawcet Avenue residents.

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

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

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

A subdivision agreement will be prepared by County staff.

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

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

A subdivision agreement will be prepared by County staff.

Section 5.2.2 – Amendments to the Plan

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

It is proposed to amend Schedule A Secondary Plan Land Use Map to reflect the actual environmental protection area of the subject site as indicated by the Environmental Impact Study. It is proposed to amend Schedule B Secondary Plan Transportation Map to reflect the proposed local roads integrated in the development. These amendments are technical in nature and will reflect the actual use and condition of the site.

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

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

3. Consider the following criteria when evaluating any proposed amendment to this Plan:

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

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

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

6.0 Current and Proposed Zoning

The subject site is zoned Future Development (FD) Zone in the County of Prince Edward Comprehensive Zoning By-law No. 1816-2006. The 'FD' zone is meant for lands that are intended for future development in accordance with Official Plan land use designations. A zoning by-law amendment is required to rezone the subject site to permit the residential development as proposed and to describe appropriate performance standards.



Figure 7: Current Zoning (Source: Prince Edward County Public GIS Viewer)

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

- / Lots 1-31 – Special Urban Residential Type 2 (R2-X)
- / Block 100 – Special Urban Residential Type 2 (R2-X-H) with a Holding Symbol
- / Blocks 32-43 – Special Urban Residential Type 3 (R3-X)

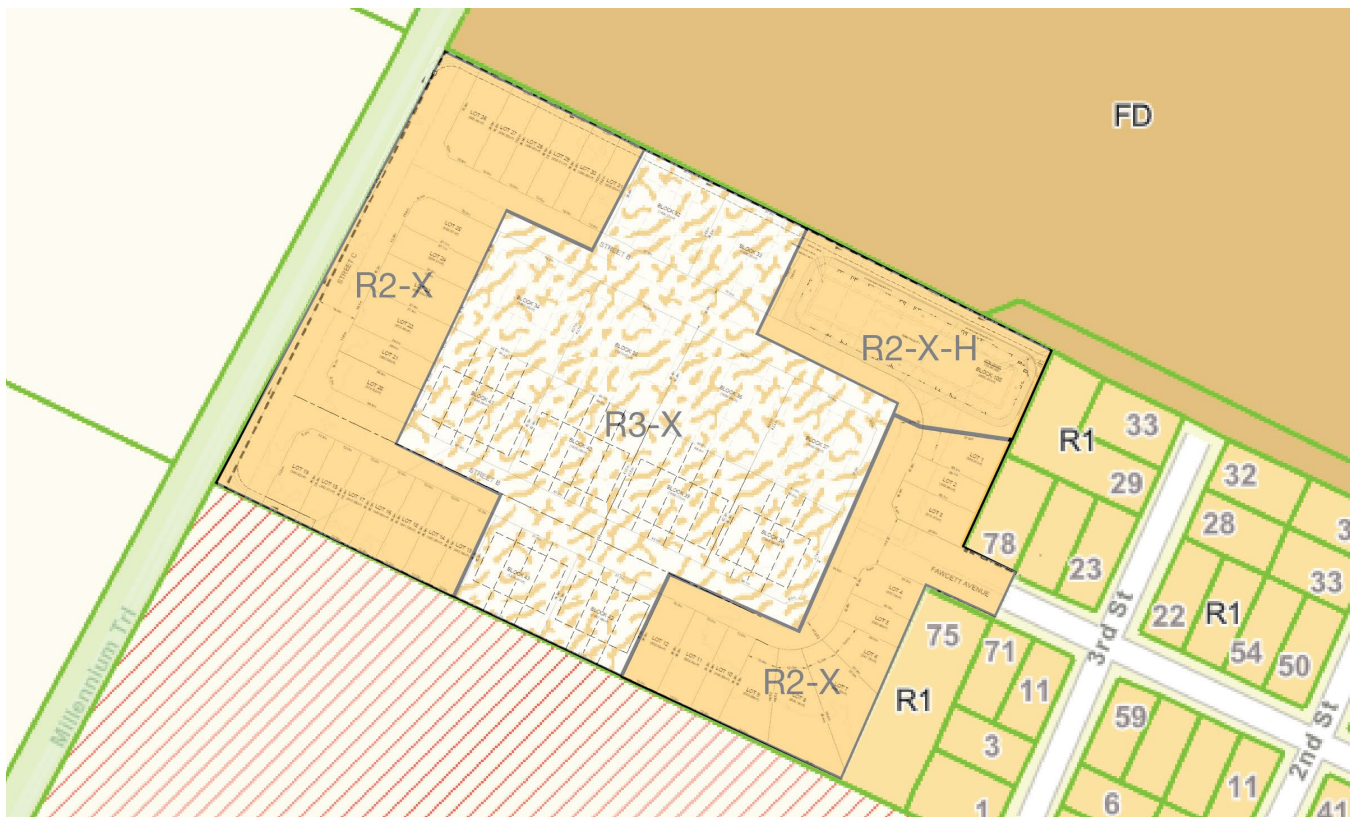


Figure 8: Proposed New Zoning (Source: Prince Edward County Public GIS Viewer, annotated by Fotenn Planning + Design)

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

Lots 1-31

The proposed Urban Residential Type 2 (R2-X) Zone provisions are as follows:

Provision	Required	Proposed	Amendment Required?
Urban Residential Type 2 (R2-X) Zone			
Permitted Use	One single detached dwelling One unit of a semi-detached dwelling One semi-detached dwelling One duplex dwelling Additional units <ul style="list-style-type: none"> i. converted dwelling with a maximum of two dwelling units; ii. one second unit; or iii. one garden suite. Home business Private home day care Bed & breakfast establishment Group home Retirement home Uses, buildings and structures accessory to the foregoing permitted uses	Single detached dwelling Storm Water Management Facility (see s4.23.2)	No
Minimum Lot Area	Single detached dwelling: 430 m ² Duplex dwelling: 560 m ²	Single: 375 m ² Duplex: 450 m ²	Yes

Provision	Required	Proposed	Amendment Required?
Minimum Lot Frontage	Single detached dwelling: 13 m Duplex dwelling: 18 m	12 m 15 m	Yes
Minimum Front Yard	7.5 m	6 m	Yes
Minimum Exterior Side Yard	7.5 m	3 m	Yes
Minimum Interior Side Yard	Single detached dwelling: 0.6 m plus 1.2 m above the first storey Duplex dwelling: 2.5 m	Single: 1.2 m Duplex: 1.2 m	Yes
Minimum Rear Yard	7.5 m	7.5 m	No
Maximum Lot Coverage	35%	40%	Yes
Minimum Landscaped Open Space	30%	30%	No
Maximum Height of Buildings	10 m	10 m	No
Maximum Number of Dwelling Units Per Lot	2	1	No
Section 5: Parking, Loading and Driveway Provisions			
Parking – Single Detached Dwelling (s. 5.1.1)	2 spaces per dwelling unit	2 spaces per dwelling unit	No
General Provisions			
Certain Public Uses Permitted in all Zones (s4.23.2)	(iv) Storm water management facilities and recreation or walking trails shall be permitted in all zones including the Environmental Protection (EP) Zone and the Environmental Protection – Provincially Significant Wetland (EP-W) Zone, but only with the approvals of the Conservation Authority, and applicable Provincial Ministry or Federal Department, if required.	Storm Water Management Facility as a permitted use	No

Minimum Lot Area

The minimum lot area is proposed to be reduced from 430 square metres to 375 square metres for single detached dwellings and from 560 square metres to 450 square metres for duplex dwellings to reflect the smallest proposed lot within the subdivision, while providing some flexibility during final survey and plan preparation. A reduction to the lot area requirement for duplexes is proposed to accommodate future market demand for alternative housing forms on the larger corner lots in the subdivision. The proposed development reflects and integrates a contemporary built form and efficient layout to minimize land consumption. The proposed reduction in lot area will not impact the functionality of the lots, which will be sufficiently serviced by existing municipal infrastructure.

Minimum Lot Frontage

The minimum lot frontage is proposed to be reduced from 13 metres to 12 metres for single detached dwellings and from 18 metres to 15 metres for duplex dwellings. A reduction to the lot frontage requirement for duplexes is proposed to accommodate future market demand for alternative housing forms on the larger corner lots in the subdivision. The proposed reduction will facilitate a contemporary lot layout that maximizes residential lands within the urban area. The minor reduction in lot frontage will not impact the functionality of the lots, nor impact the provision of individual driveways. The lots front new public streets, as an extension of Fawcett Avenue.

Minimum Front Yard

The required front yard setback is 7.5 metres. Relief is requested to reduce the front yard setback from 7.5 metres to 6 metres. The minimum front yard provision is intended to ensure a uniform streetscape and sufficient space

to permit a driveway length that can accommodate a parking space. The proposed development reflects a contemporary built form with all dwelling units oriented towards the street to create a dynamic streetscape. The proposed built form will also incorporate on-site parking within a private garage and the driveway, complying with the parking requirements of the zoning by-law.

Minimum Exterior Side Yard

Relief is being requested to permit reduced exterior side yard. The minimum exterior side yard setback is proposed to be reduced from 7.5 metres to 3 metres. The proposed reduced setbacks will be sufficient to allow for access to rear yard areas and suitable separation between proposed dwellings within the subdivision. As well, lots will meet the minimum landscaped open space requirement. The reductions are appropriate to support the proposed residential dwellings and their efficient function. Sufficient sight triangles will be incorporated into the street right-of-way. The 7.5 metre setback requirement is also intended to support a driveway on either road frontage for dwellings. The proposed development has been designed to have front facing garages and driveways, eliminating the need to accommodate a driveway on both frontages.

Minimum Interior Side Yard

Relief is sought to the required minimum interior side yard depth from 0.6 metres, plus 1.2 metres above the first storey, to 1.2 metres for all single detached dwellings, regardless of height, and a reduction of 2.5 metres to 1.2 metres for duplex dwellings. The minimum interior side yard provision is intended to ensure sufficient privacy for the dwelling unit and adequate access to the side of the dwelling for maintenance purposes. The proposed reduction in minimum interior side yard depth is minor and will not impact the liveability of the dwellings nor will it impact the ability of future owners to access the sides of their dwellings.

Maximum Lot Coverage

The required maximum lot coverage is 35% of the total lot area. Relief is sought to permit a maximum lot coverage of 40%. The proposed increase in maximum lot coverage will not unduly impact the livability of the dwellings. The lot coverage is impacted by the decreased lot area and lot frontage, which is proposed to achieve a compact form of development. Despite the increased lot coverage, each future lot will provide sufficient room for parking and outdoor amenity space. The minimum landscaped open space requirements will also be met.

Block 100

A stormwater management facility, in the form of a dry pond, is proposed on Block 100 in the northeast corner of the site. The County expressed a desire for combined off-site stormwater management facilities in the buildout of the site and surrounding lands. At this time, however, an on-site stormwater management facility is necessary to support the proposed development. Should in future combined off-site stormwater management facilities be constructed and the proposed subdivision be able to tie into it, it is proposed to convert Block 100 to residential lots. This conversion has been contemplated as shown on the Draft Plan of Subdivision. As part of this submission, Block 100 is proposed to be rezoned to the R2-X Zone with a Holding Symbol. A Holding Symbol is proposed for Block 100 to restrict the permitted use to a stormwater management facility, until such time as off-site stormwater management facilities are constructed to the satisfaction of the Quinte Conversation Authority and County of Prince Edward, at which point the Holding Symbol may be lifted and the uses and provisions of R2-X would apply.

Blocks 32-43

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

Provision	Required	Proposed	Amendment Required?
Urban Residential Type 2 (R3-X) Zone			
Permitted Use	One unit of a semi-detached dwelling One semi-detached dwelling One duplex dwelling One triplex dwelling Additional units	Townhouse dwelling	No

Provision	Required	Proposed	Amendment Required?
	<ul style="list-style-type: none"> - Converted dwelling with a maximum of four dwelling units - One second unit - One garden suite Townhouse dwelling One unit of a townhouse dwelling Apartment dwelling Retirement home Senior citizens housing complex Home business Uses, buildings and structures accessory to the foregoing permitted uses		
Minimum Lot Area	Townhouse dwelling / unit: 250m ²	Min. 250 m ² per dwelling unit	No
Minimum Lot Frontage	Townhouse fronting on public street: 7 m per dwelling unit	Min. 7.0 m per unit	No
Minimum Front Yard	3 m	3 m	No
Minimum Exterior Side Yard	3 m	3 m	No
Minimum Interior Side Yard	Townhouse: 0 m on attached side, 2.5 m on other side	0m on attached side, 1.2 m on other side	Yes
Minimum Rear Yard	7.5 m	7.5 m	No
Maximum Lot Coverage	35 %	50 %	Yes
Minimum Landscaped Open Space	35 %	30 %	No
Maximum Height of Buildings	15 m	15 m	No
Section 5: Parking, Loading and Driveway Provisions			
Parking – Townhouse or Multiple Unit Dwelling (s. 5.1.1)	1.5 spaces per dwelling unit	2 spaces per dwelling unit	No

Minimum Interior Side Yard

The required minimum interior side yard depth for a townhouse is 0 metres on the attached side and 2.5 metres on the other side. Relief is requested to permit a minimum interior side yard depth of 1.2 metres on the other side. The minimum interior side yard provision is intended to ensure sufficient privacy for the unit at the end of the townhouse row and adequate access to the side of the dwelling for maintenance purposes. The proposed reduction in minimum interior side yard depth is minor and will not impact the liveability of the end units nor will it impact the ability of future owners to access the sides of their dwellings. The proposed reduction will also support a more compact form of development on the subject site.

Maximum Lot Coverage

The permitted maximum lot coverage is 35% of the total lot area. Relief is sought to permit a maximum lot coverage of 50%. The proposed increase in maximum lot coverage will not unduly impact the livability of the townhouse dwellings. The proposed increase seeks to allow a more compact and efficient development of the subject site. Despite the increased lot coverage, each future lot will provide sufficient room for parking and outdoor amenity space. The minimum landscaped open space requirements will also be met.

7.0 Conclusion

The applicant is seeking to develop the 5.49 hectare subject site with a residential subdivision. The proposal consists of a plan of subdivision containing 31 lots and 13 blocks for a total of 85 residential dwellings. The proposed development incorporates a mix of housing types, including 31 single detached and 54 townhouse dwellings, accommodating the needs of current and future residents of the County. The proposed development has been designed to transition appropriately from the existing low density residential development surrounding the site. The development will incorporate new municipal roads and formalize connection to the Millennium Trail to benefit the community. The development will represent a significant increase in available housing options within the Picton Urban Centre, positively contributing to the residential housing market in Prince Edward County.

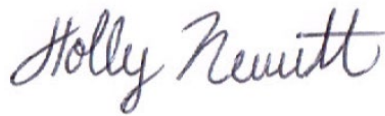
The proposal aligns with the Provincial Policy Statement, the County of Prince Edward Official Plan and the Picton Urban Centre Secondary Plan in that it represents residential intensification of under-utilized lands within the urban centre. Based on our review of the proposal from a land use planning perspective, the proposed zoning by-law amendment is appropriate, allowing the development of an appropriately scaled residential development that is designed with careful consideration of the surrounding community. The proposed Official Plan Amendment is considered a technical amendment to update schedules to reflect the rerouting of an existing drainage feature and proposed location of public streets. The proposal will help achieve the County's goal of providing high quality residential options in this area.

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

Respectfully,



Kelsey Jones, MCIP RPP
Senior Planner
Fotenn Planning + Design



Holly Newitt, MPI
Planner
Fotenn Planning + Design

Amend Schedule A Secondary Plan Land Use Map of the Picton Urban Centre Secondary Plan, so as to redesignate a portion of the subject site, as shown on Schedule A to By-law 2024-___, from 'Environmental Protection Area' to 'Town Residential Area'.

Schedule A



Amend Schedule B Secondary Plan Transportation Map of the Picton Urban Centre Secondary Plan, as shown on Schedule B to By-law 2024-___, to replace the "Potential Future Routes/Expansion" and introduce new 'Local Roads'.

Schedule B



THE CORPORATION OF THE COUNTY OF PRINCE EDWARD BY-LAW NO. XXXX-2024

A BY-LAW TO AMEND COUNTY COMPREHENSIVE ZONING BY-LAW NO. 1816-2006, AS AMENDED (Part of Lot 5, Concession 1 North of the Carrying Place, Hallowell)

WHEREAS By-law No. 1816-2006, as amended, is the Comprehensive Zoning By-law governing the lands located within the County of Prince Edward in the Ward of **Picton**.

AND WHEREAS the Council of The Corporation of the County of Prince Edward, having received and reviewed an application to amend By-law No. 1816-2006 for the lands described as Part of Lot 5, Concession 1 North of the Carrying Place, Hallowell; in the County of Prince Edward, is in agreement with the proposed changes;

AND WHEREAS authority is granted under Section 34 of the Planning Act, R.S.O. 1990, c.P.13, as amended;

NOW THEREFORE the Council of The Corporation of the County of Prince Edward enacts as follows:

1. **THAT** By-law No. 1816-2006, as amended, is hereby amended by the addition of the following subsection 11.5 of Section 11 entitled “Special Urban Residential Type Two (R2) Zones” immediately after item 11.5.23 thereof:

“11.5.24 R2-X (Hilden Homes Fawcett Avenue Lots 1-31, Block 100; Ward of Picton)

Notwithstanding the provisions of this By-law to the contrary, within the *R2-X Zone*, the following provisions shall apply:

- i. Minimum Lot Area: Single detached dwellings: 375 square metres; Duplex dwellings: 450 square metres
- ii. Minimum Lot Frontage: Single detached dwellings: 12 metres; Duplex dwellings: 15 m
- iii. Minimum Front Yard: 6 metres
- iv. Minimum Exterior Side Yard: 3 metres
- v. Minimum Interior Side Yard: 1.2 metres
- vi. Maximum Lot Coverage: 40%”
- vii. The Holding Symbol (-H) shall not be removed until such time as a stormwater management report is prepared which confirms the existing on-site storm water management facility is no longer required to address stormwater management needs for these lands to the satisfaction of the Quinte Conservation Authority and the County of Prince Edward.
- viii. Prior to the removal of the “Holding” (-H) symbol, the only uses, building or structures permitted on the applicable lands shall be those related to a Storm Water Management Facility.
- ix. Upon removal of the “-H” symbol from the R2-X-H Zone portion of the lands, the provisions of R2-X and this By-law shall apply to the lands zoned R2-X.

All other provisions of the R2 Zone and By-law No. 1816-2006, as amended, shall apply to the lands zoned R2-X.”

2. **THAT** By-law No. 1816-2006, as amended, is hereby amended by the addition of the following subsection 12.5 of Section 12 entitled “Special Urban Residential Type Three (R3) Zones” immediately after item 12.5.76 thereof:

“12.5.77 R3-X (Hilden Homes Fawcett Avenue Blocks 32-43; Ward of Picton)

Notwithstanding the provisions of this By-law to the contrary, within the *R3-X Zone* the following provisions shall apply:

- i. Minimum Exterior Side Yard: 1.2 metres
- ii. Maximum Lot Coverage: 50%

All other provisions of the R3 Zone and By-law No. 1816-2006, as amended, shall apply to the lands zoned R3-X.”

- 3. **THAT Schedule “A3”** for the Ward of **Picton** to By-law No. 1816-2006, as amended, is hereby amended by changing the zone category thereon from the *Future Development (FD) Zone* to the *Special Urban Residential Type 2 (R2-X) Zone* and *Special Urban Residential Type 3 (R3-X) Zone* in accordance with Schedule “1” attached hereto.
- 4. **THAT** Schedule ‘1’ attached hereto forms part of this by-law.
- 5. **THAT** this by-law shall come into force and take effect pursuant to the provisions and regulations made under the *Planning Act, R.S.O., 1990, c.P.13*, as amended.

Read a first, second and third time and finally passed this ___ day of ____, 2024.

Clerk

Mayor

Schedule 1

