



Cold Creek Subdivision, Prince Edward County

Planning Justification Report
Draft Plan of Subdivision and Zoning By-law Amendment
April 30, 2024



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1.0 Introduction

1.1 Introduction

Fotenn Planning + Design has been retained by 2422092 Ontario Ltd. (c/o David Cleave) to prepare this planning justification report in support of applications for Draft Plan of Subdivision and Zoning By-law Amendment for the site legally known as Part of Lots 21 & 22, Concession 3 Military Tract, Hallowell in Prince Edward County. The site has a total area of approximately 34 hectares, with approximately 370 metres of frontage on Sandy Hooks Road. The purpose of the applications is to permit the development of a residential subdivision containing a mix of residential built forms, a stormwater management pond, open space and wetland protection areas, and parkland.

A pre-application meeting has been conducted with County staff which identified the application requirements. Additional consultation has occurred with staff at various meetings to confirm requirements.

Accordingly, the following are submitted in support of the application:

- / Draft Plan of Subdivision;
- / Phasing Plan;
- / Detailed Draft Plan;
- / Functional Servicing Report;
- / Stormwater Management Report;
- / Geotechnical Report;
- / Noise and Vibration Study;
- / Traffic Impact Statement;
- / Environmental Site Assessment;
- / Environmental Impact Study;
- / Application fee(s);
- / Completed Application forms; and
- / 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.

1.2 Development Applications

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

An application for draft Plan of Subdivision is being submitted to create lots and blocks, as shown within Figure 3.

A Zoning By-law Amendment is required to permit the proposed uses. In order to establish appropriate zoning across all areas of the subject site, two new zones, including one special zone, are proposed. The special Urban Residential Type Three (R3-X) Zone will permit the proposed range of residential uses on the subject site.

Surrounding Area and Site Context

The subject lands are located along the north side of Sandy Hook Road, south of Loyalist Parkway, within the Picton settlement area. The subject lands are comprised of an oversized development lot, that was previously subject to an application for lot addition, and additional properties, including 112 Upper Lake Street. The site has a total area of approximately 34 hectares, with approximately 370 metres of frontage on Sandy Hooks Road and approximately 70 metres on Upper Lake Street.

The surrounding area is primarily comprised of residential dwellings and rural uses, as well as commercial uses and developing subdivisions extending along Loyalist Parkway highlighting the areas urban transition. Limited extractive industrial uses are adjacent to the site on the east, in the form of Power Concrete Products, which includes limited low-output operations. Further east, Upper Lake Street and County Road 10 feature a concentration of residential and commercial uses. South and west of the site currently feature rural and residential uses. The agricultural lands adjacent to the west of the site are currently subject to development applications for a mixed-density residential subdivision. Immediately north of the site, the Millennium Trail runs along the property boundary. On the other side of the trail, there are large-format commercial uses, such as No Frills grocery store and the County Farm Centre, and a townhouse residential community, known as Rosemary Court. The downtown core of Picton is located approximately 650 metres northeast of the subject lands and offers additional commercial uses, restaurants, services, and tourism opportunities.

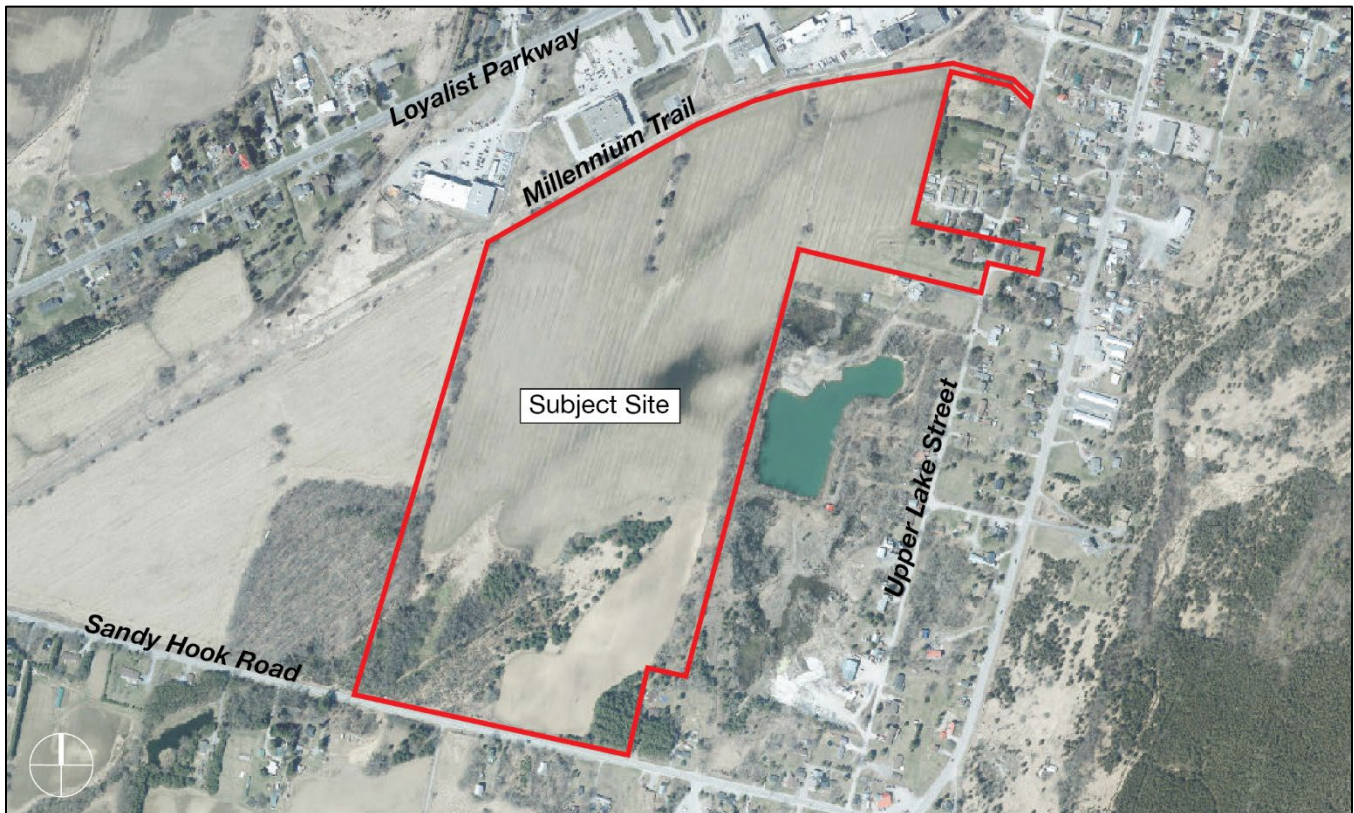


Figure 1: Surrounding Area Context – Aerial (Source: Ontario AgMaps)

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

- North:** Millenium Trail and Commercial
- East:** Residential and Extractive / Industrial (Power Concrete Products)
- South:** Rural / Residential
- West:** Rural / Agricultural

Vehicular access to the site is currently available off of Sandy Hook Road, though no entrance exists. Paved shoulders are provided along Sandy Hook Road, also known as County Road 1, to allow walking and cycling. Access to the site is also proposed from Upper Lake Street through a future extension of Hineman street.

Picton, located approximately 650 metres northeast of the lands, is currently serviced by Deseronto Transit, which offers public transit services between Picton/Bloomfield and Belleville four times a day, Monday to Friday. Prince Edward County has been granted funding to create and expand an on-demand transit network throughout Prince Edward County. Transit service is available from Loyalist Parkway, but does not directly service the site at this time.



Figure 2: Site Context – Aerial (Source: Ontario AgMaps)

3.0 Development Proposal

The proposal seeks to develop the subject lands with a residential subdivision which will contribute to the housing supply in Prince Edward County. The development will be executed through five phases, resulting in a total residential build-out of approximately 904 residential units. A mix of residential unit types are proposed, including single-detached dwellings, semi-detached dwellings, townhouse dwellings, staked townhouse dwellings, back-to-back townhouse dwellings, and apartment buildings. The subdivision will also feature a stormwater management block, open space/wetland protection block, and parkland. An internal street network will ensure efficient traffic flows across the site and enhance active transportation uses, including connections to the adjacent Millenium Trail.

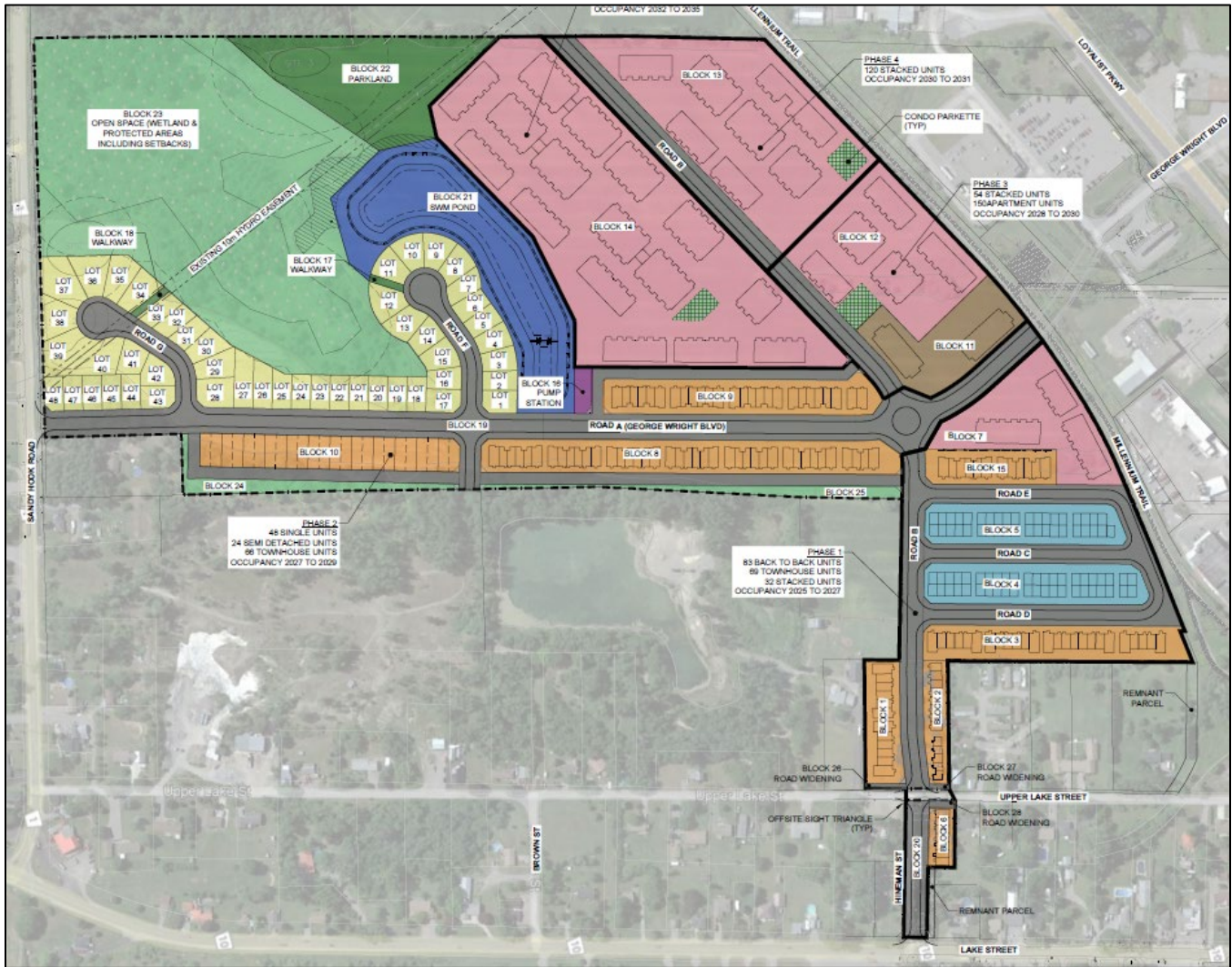


Figure 3: Phasing Plan (Source: Insite Project Consulting Inc.)

3.1 Built Forms

The proposed development will provide a mix of housing types, accommodating the needs of current and future residents. The proposed development consists of 904 total dwelling units. The development will be executed in five construction phases.

Phase 1

Phase 1 of the development is proposed to consist of 69 townhouse units, 32 stacked townhouse units, and 83 back-to-back townhouse units. Stacked townhouse units are similar to traditional townhouse units, however they share a common side wall and are stacked vertically. Back-to-back townhouses are also similar to traditional townhouses, however they share a common side and rear wall. All three built forms will incorporate garages and driveways to accommodate sufficient off-street parking. The stacked townhouse units are intended to be standard condominium units, following a future plan of condominium. The traditional townhouses and back-to-back townhouses will be subject to future applications for part-lot control, entering the market as freehold units. Staked townhouse uses will be concentrated to the northwest of the site, centrally located within the subdivision, with building heights and densities transitioning down to the traditional townhouse dwellings, providing greater compatibility with the existing residential uses along Upper Lake Street.

This Phase will be supported by the extension of Hineman Street, connecting the development to the local street network.

Phase 2

Phase 2 of the development is proposed to consist of 48 single-detached homes, 24 semi-detached homes, and 66 townhouse units. Each built form incorporates sufficient parking via a private garage and driveway fronting onto a new public street. The dwellings in the Phase will be freehold units.

This Phase will also include the stormwater management block, open space/wetland block, and parkland block. This Phase will create a new intersection with Sandy Hook Road and George Wright Boulevard, and connect with Hineman Street through the establishment of a roundabout.

Phase 3

Phase 3 of the subdivision will contain 54 stacked townhouse dwelling units and 150 apartment dwelling units. This Phase is located centrally on site and concentrates density at the north of the site, providing greater connections to adjacent commercial uses, and concentrating density away from existing residential uses. The stacked townhouses will be subject to a future plan of condominium for Block 12, which will include a condo parkette. The tenure of the apartment Block is unknown at this time. Sufficient off-street parking will be provided within the respective Blocks, likely in the form of communal parking areas; the details of which will be confirmed at the site plan control stage.

Phases 4 + 5

Phases 4 and 5 are proposed to consist of 120 and 262 stacked townhouse dwelling units respectively. Both phases will be subject to future applications for plan of condominium to permit the dwellings to be available as standard condominium units. Sufficient off-street parking will be provided within the respective Blocks, likely in the form of communal parking areas; the details of which will be confirmed at the site plan control stage.

3.2 Access, Circulation + Parking

The subject site has frontage along Sandy Hook Road and Upper Lake Street, which are existing public roads. The site also abuts the Millenium Trail, linking the site more directly with Picton for active transportation users, allowing for easy access to amenities and community facilities. Vehicular access will be provided from Sandy Hook Road and via an extension of Hineman Street. Additional public streets are proposed, forming an internal street network, providing access throughout the site and linking each of the proposed phases. The internal street network will also provide future connections to the proposed development to the west, as well as a potential connection to the commercial uses to the north, to ensure broader connectivity across the subdivision.

3.3 Servicing

The subject site is not currently serviced by municipal water and sanitary service; however, extensions of municipal services are proposed to provide municipal servicing for the development. A stormwater pond is proposed within the development to manage stormwater and provide seasonal open space. Details of the servicing plan for the development are provided within the Functional Servicing Report prepared in support of the application, and a summary of findings is provided in Section 4 of this report.

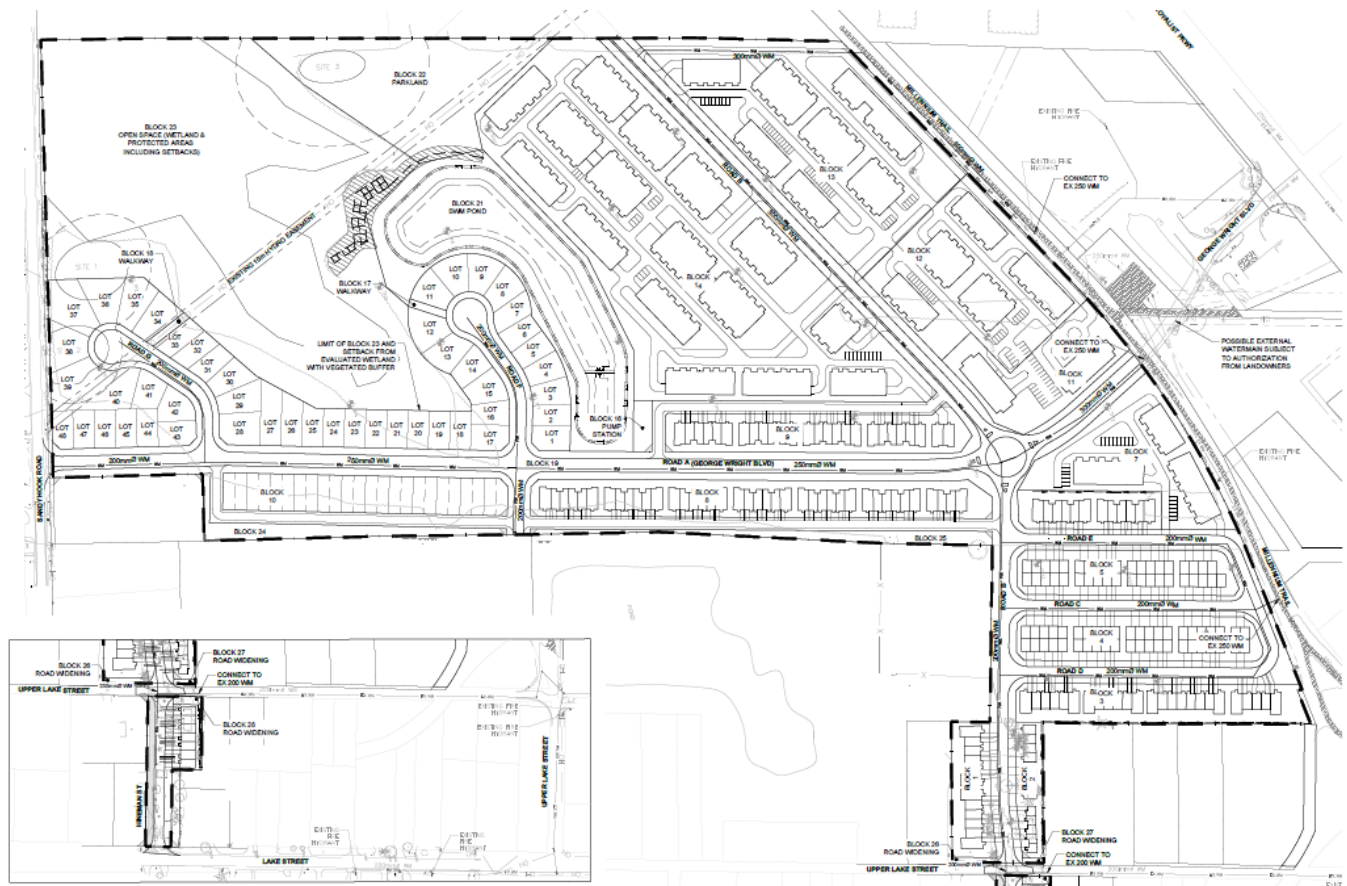


Figure 4: Preliminary Watermain Layout (Source: Insite Project Consulting Inc.)

4.0 Supporting Studies

4.1 Phase I Environmental Site Assessment – Full Site

A Phase Two ESA dated January 26, 2024, was completed by Blu Metric Environmental which reviewed the balance of the subject lands intended to be developed as a residential plan of subdivision. The assessment concluded that there are no groundwater impacts on the lands, that there are no impacts to soil identified, and that there are no soil or groundwater impacts in exceedance of O. Reg 153/04 and therefore no remediation is required, and further investigation is not recommended. Since the completion of this assessment, additional lands have been added to the land holding to be developed as a residential subdivision requiring subsequent investigation.

A Phase I Environmental Site Assessment was prepared by BluMetric Environmental on the additional lands consolidated with the subject site, dated April 25, 2024. With the additional lands included, this assessment included the entirety of the subject site, including Part of Lots 21 and 22 of the 3rd Concession (Military Tract) including the residential property municipally known as 112 Upper Lake Street. Based on the findings of this Phase One ESA, which included a review of historical records and environmental source information, site reconnaissance, and interview, potential contaminating activities were identified and have the potential to result in five areas of potential environmental concern. As such, a Phase Two assessment is recommended. The scope of the Phase Two ESA should entail drilling of boreholes for the purpose of collecting soil samples, and the installation of ground water monitoring wells to further evaluate the significance of the areas of concern identified. The Phase Two ESA for the entire site is underway by the owner at the time of writing this report.

4.2 Geotechnical Report

A Geotechnical Report was prepared by Ainley Group, dated January 31, 2024. Based on the subsoil and groundwater conditions encountered at the test pit locations and considering them to be representative of the subsoil and groundwater conditions across the subject site, the report makes various recommendations relating to foundations, pavement design and excavations, among others. In general, the overburden soils were found to consist of a layer of topsoil, overlying silt, with varying amounts of clay and/or sand, over a glacial till below. Provided the recommendations of the report are adhered to, the report is generally supportive of the proposed development.

4.3 Environmental Impact Study

An Environmental Impact Study was prepared by Michalski Nielsen Associates Ltd., dated April 12, 2024. The study notes that approximately 72% of the subject lands are currently in agricultural use, with 11% of these lands being wetland and the remaining approximately 17% of these lands consisting of a combination of anthropogenic areas, hedgerow, cultural meadow and woodland. The study determined that the conceptual development plan for these lands ensures that the wetlands, together with a buffer that will average 30 metres and which will include almost all deciduous woodland and most of the cultural meadow within the property, are being protected. The study makes recommendations to be implemented during construction, concerning species at risk and stormwater management predominately.

4.4 Noise and Vibration Impact Study

A Noise and Vibration Impact Study was prepared by RWDI AIR Inc., dated February 27, 2024. The study recommends the installation of air conditioning and the inclusion of noise warning clauses for proposed residential uses due to transportation sound levels at the building façade and in the outdoor amenity areas for specific portions of the property. The study further recommends the construction of perimeter noise barriers along the outdoor amenity areas, if feasible. Additionally, noise modelling was completed to predict the noise impacts from the adjacent extractive operation on the proposed development. The study includes a D-6 assessment, which concluded that the adjacent industrial land-use is predicted to meet the applicable sound level limits; though it is recommended to include the industrial use in the noise

warning clauses. Based on the results of the analysis, including implementation of the recommendations, the proposed development was found to be compatible from an environmental noise perspective.

4.5 Functional Servicing Report

A Functional Servicing Report was prepared by Insite Project Consulting Inc., dated April 2024. The report notes that stormwater drainage from the proposed development will be conveyed to the proposed stormwater pond, which is sized to accommodate the stormwater drainage from the entire development as well as drainage from the north of Millennium Trail via existing culverts. Further, a proposed storm sewer system will convey the 5-year storm event flows from the Subdivision, and the 100-year storm event from external lands currently draining into the site. The report found that the subdivision will be sufficiently serviced by a distribution watermain connecting to the existing water system at Lake Street, and within the Millennium Trail corridor. The subdivision will be serviced by a sanitary sewer system that will drain to a proposed pump station within the development. The pump station will discharge flows through proposed force mains discharging to existing sanitary systems within the Millennium Trail corridor and Loyalist Parkway. Based on the analysis provided, the available capacity of the existing sanitary sewer systems on Loyalist Parkway and Millennium Trail can accommodate the proposed sanitary flows of the development.

4.6 Stormwater Management Report

A Stormwater Management Report was prepared by Insite Project Consulting Inc., dated April 2024. The report concludes that the stormwater management design will meet the objectives set out in the Secondary Plan Policies related to the Waring's Creek Watershed, as well as the Prince Edward County Storm Design Manual including MECP criteria. The proposed subdivision will include a block for provision of a wet stormwater management pond to meet the water quantity and quality control objectives, and post development flows will not exceed pre-development peak flow rates (up to the 100-year storm event). Further, to protect against adverse thermal impacts on downgradient Waring's Creek, the stormwater management system will include cooling of upgradient runoff through the piped storm sewer system, as well as various infiltration mechanisms and strategic design of the stormwater management pond.

4.7 Traffic Impact Study

A Traffic Impact Study was prepared by Egis Group, dated April 18, 2024. The study notes that one site access is proposed on Hineman Street for the proposed development by 2027, with two additional accesses on Sandy Hook Road and George Wright Boulevard by the 2035 full build-out horizon. The study concluded that, during 2027 future background and 2027 total traffic conditions, all movements at all study intersections are expected to operate acceptably. The study reviewed the implementation of an all-way stopped control intersection as a mitigation measure for the intersection of Lake Street and Sandy Hook Road in 2035 and 2040 background and total traffic conditions and was found to result in acceptable operations. The study recommends the signalization of the intersection of Lake Street and Sandy Hook Road, introduction of an eastbound dedicated left-turn lane, implementation of a channelized eastbound right-turn lane, and addition of a receiving lane to the south leg of the intersection. Further, during the 2045 future total traffic conditions, cycle length and signal timing adjustment were explored to improve operations at Loyalist Parkway / Picton Main Street and Lake Street intersection.

5.0 Policy and Regulatory Framework

5.1 Provincial Policy Statement, 2020

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

Section 1.0 – Building Strong and Healthy Communities

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

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

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

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

- b) *accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*

The proposed development contains a variety of residential unit types, including single-detached, semi-detached, townhouses, stacked townhouses, back-to-back townhouses, and apartment dwelling units. The development will integrate a range of built forms and typologies to support a range of housing needs. The proposed development will contain a mix of residential and open space 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;*

A Phase 2 Environmental Site Assessment was completed for the balance of the subject lands, which determined there are no environmental, health or safety concerns associated with the proposed development. Additional investigation is underway for lands added to the parent parcel through a lot addition, which were not captured through the Phase 2 assessment completed. Confirmation that environmental or public health and safety concerns are not anticipated for the lands added to the parent parcel will be confirmed through the completion of an additional assessment currently underway.

- 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. The Functional Servicing Plan prepared in support of this application concluded that the development can be sufficiently serviced by existing municipal water and sanitary infrastructure adjacent to the site.

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

The proposed subdivision provides a compact form of development that makes efficient use of land and has been designed to promote active transportation. Trees and other vegetation on the site will be maintained where possible and new, high-quality landscaping will be incorporated.

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

The development reflects a contemporary and compact built form, transitioning from higher-density centrally located on the site to less density along Sandy Hook Road and Upper Lake Street. A stormwater management pond is proposed for the site. The proposed development provides a compact form of development that makes efficient use of land and has been designed to promote active transportation. As a result, the proposed development seeks to appropriately develop the lands while also promoting environmental protection and reducing impermeable surfaces, where possible.

Section 1.1.3.1 requires that Settlement Areas be the focus of growth and development. The lands are located within the Municipality's urban boundary. The proposed development will result in up-to 904 new residential units and create active transportation linkages 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 reflects a contemporary and compact community and contains a mix of residential built forms. The subject site represents under-utilized land within the settlement area. Redevelopment and intensification of this site will more efficiently use available land and planned infrastructure within the urban boundary.

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

The design of the development emphasizes the promotion of environmental conservation and sustainable development practices through the reduction of impermeable surfaces and promoting 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 include sidewalks, serving as shared routes for pedestrians, cyclists and vehicles, with traffic calming measures incorporated within the design to increase pedestrian safety. Pedestrian connections to the Millenium Trail are also proposed to further encourage use of existing active transportation infrastructure. The proposed development, and expansion of the Picton built area, will promote active transportation

throughout the site and to surrounding uses. Although there is currently no public transit service to the site, the proposed development will increase potential ridership numbers in proximity to a downtown area, supporting the potential for efficient and increased transit services offered within the County.

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

The Town of Picton is the main urban settlement area within Prince Edward County. The Picton Urban Centre is comprised of a concentration of the major residential, commercial, industrial, institutional, and recreational activities in the County. The extent of the urban settlement area is shown on Appendix A Map 14 of the Prince Edward County Official Plan. The relevant policies of the Official Plans are discussed later in this report. The proposed development will result in 904 residential dwelling units. The proposed development represents a range of housing types and the intensification of generally under-utilized lands within the urban settlement area.

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 the Millenium Trail, and active transportation corridor, and the proximity of adjacent commercial uses within walking and cycling distance of residential dwellings. There are no anticipated risks to public health or safety as a result of the proposed development.

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

The proposal represents an extension of nearby residential neighbourhoods. The proposed development consists of a mix of residential built forms and residential densities, including single-detached, semi-detached, traditional townhouses, stacked townhouses, back-to-back townhouses, and apartment dwelling units. Intensification of under-utilized lands at this location will allow for a more efficient use of land within the urban boundary and of planned municipal infrastructure.

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

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

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

The proposed development represents intensification of an under-utilized site within the urban boundary. The development will contain a variety of housing typologies and tenures. The proposed development represents an efficient use of land within the urban boundary and residential intensification which can be accommodated by existing and planned municipal infrastructure.

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

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

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

The proposed development will result in compact built form 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 public streets that support pedestrian safety through the provisions of dedicated sidewalks and connections to existing active transportation infrastructure. New higher density residential development will help support future public transit ridership.

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

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

The proposed development will encourage active transportation by providing public streets with sidewalks and traffic calming design to improve pedestrian safety. Pedestrian connections are also proposed to the adjacent Millennium Trail, optimizing existing active transportation infrastructure. Residential intensification of the site will allow residents to acquire daily essentials at adjacent commercial uses and in downtown Picton via active transportation.

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

The proposed development includes parkland along the western boundary of the property for the recreation and enjoyment of residents.

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

The subject site does not include 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 proposed development provides a compact form of development that makes efficient use of land and has been designed to promote active transportation. A stormwater management pond is proposed on the site and the existing wetland will be protected. As a result, the proposed development seeks to appropriately develop the subject lands while also promoting environmental protection and reducing impermeable surfaces.

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

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

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

The development proposes an internal street network to ensure safe and efficient traffic flows across the site. The internal street network will connect with Sandy Hook Road and Upper Lake Street, via an extension of Hineman Street. The Traffic Impact Statement prepared in support of this application found that the projected traffic volumes resulting from the proposed development can be sufficiently accommodated.

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 residential densities. Proximity to adjacent commercial uses and the Picton downtown core will provide local amenities for residents, minimizing the length and number of vehicle trips. Higher density development in this location will increase the potential ridership of future public transit services, and use of active transportation infrastructure.

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 prosperity of the County.

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, and adjacent to commercial and community amenities, efficiently utilizes existing infrastructure and minimizes land consumption.

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

The proposed development is located off Sandy Hook Road and Upper Lake Street in Prince Edward County. The development's proximity to the downtown core will increase the local consumer base, 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 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 accesses to the surrounding community, ensuring 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 and is an underutilized parcel within the urban boundary. While not a brownfield site, the proposed development represents appropriate infill of under-utilized lands within the settlement area.

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

Active transportation will be improved in the area through the creation of new public streets and connections to the Millenium Trail. Although there is currently no public transit service to the site, the proposed development will increase potential ridership numbers in proximity to the downtown area, supporting the potential for efficient transit services offered within the 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 contemporary, compact built form, with a variety of residential built forms. The site is located with frontage on Sandy Hook Road and Upper Lake Street, existing local streets that can sufficiently accommodate increased traffic flows. Fewer and shorter vehicle trips will be required to access basic amenities due to the proximity to adjacent commercial uses and the downtown core. The design of the proposed development is sensitive to environmental constraints and known ecological features. Portions of the site will be maintained as green space, including a stormwater management pond, parkland, and a wetland protection area. New landscaping and planting of native species of vegetation will be introduced across the site, greatly increasing the quantity and quality of on-site vegetation.

Section 2.0 – Wise-Use and Management of Resources

Section 2 of the PPS gives consideration to the wise use and management of resources, which provide economic, environmental, and social benefits. This is achieved through policies which provide for the conservation of biodiversity, protection of the health of the Great Lakes, and protection of natural heritage, water, agricultural, mineral, and cultural heritage and archaeological resources. The proposed development is located along the Waring's Creek Sub-Watershed. An Environmental Impact Statement was prepared in support of this application. The study determined that the conceptual development plan for these lands ensures that the wetlands, together with a buffer that will average 30 metre and which will include almost all deciduous woodland and most of the cultural meadow within the property, is protected.

Section 3.0 – Protecting Public Health and Safety

Section 3 of the PPS deals with the protection of public health and safety. The policies in this section direct development away from naturally-occurring and human-made hazard lands, such as floodplains, erosion-prone areas, former mining and aggregate extraction operations, and other types of contaminated areas. Given the proposed and historical use of the site, there are no human-made hazards which have been identified. Additionally, adequate setbacks from natural heritage features have been integrated into the overall site design in order to minimize any potential hazards.

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

5.2 County of Prince Edward Updated Official Plan

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

The following sections of the Official Plan will be addressed:

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

Section 2.0 – County Context and Future Direction

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

Section 2.3. A Vision for the Future

2.3.1 Principles

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

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

The site is designated Urban Centre on Schedule A-2 – Land Use of the Official Plan. The proposed development represents intensification of an under-utilized site within one of the County's settlement areas. The development will contain a variety of housing typologies, including single-detached, semi-detached, townhouse, stacked townhouse, back-to-back townhouse and apartment dwelling units. The proposed development represents an efficient use of land within the urban boundary, introducing a mix of residential densities and 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 904 residential dwelling units. The proposed development represents a range of housing types and the intensification of under-utilized lands within the urban settlement area intended for residential development. The subdivisions proximity to adjacent commercial uses and Picton's downtown core will increase local amenities for residents.

Section 2.5 Policies

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

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

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

The proposed subdivision has been designed to provide an appropriate transition in height and density towards surrounding low density residential uses. Existing residential uses along Sandy Hook Road and Upper Lake Street reflect low density residential uses, primarily in the form of single-detached dwellings. The proposed standard townhouse units have been situated in the eastern portion of the site, along the extension of Hineman Street, to better integrate with the existing residential neighbourhood in close proximity to Picton's downtown core. Similarly, single- and semi-detached dwellings are concentrated to the south of the site to reflect the existing residential uses along Sandy Hook Road. Building heights and residential density transition up in the north-west portion of the site, where the property abuts existing commercial uses. Furthermore, existing residential uses to the south and future residential development to the west will be further separated from the proposed development by the proposed open space blocks.

The proposed development represents an efficient use of land within the urban boundary, introducing a mix of residential built forms and densities which can be accommodated by existing and planned municipal infrastructure. The site features frontage on Sandy Hook Road and Upper Lake Street, existing transportation corridors in the area. Fewer and shorter vehicle trips will be required to access basic amenities because of the proximity to surrounding commercial uses.

The design of the proposed development is also sensitive to environmental constraints and known ecological features. Portions of the site will be maintained as green space, including a stormwater management pond, parkland, and a wetland protection area. 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. An EIS was prepared in support of the application to ensure natural heritage features were appropriately reviewed and recommendations provided to mitigate potential negative impacts resulting from the development.

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 County shall promote opportunities for increased housing densities and intensification for residential development within the identified Settlement Areas.

The proposed development reflects a contemporary and compact built form. The development represents intensification of an under-utilized site within the urban boundary. The proposed development contains a variety of residential unit types, including single-detached, semi-detached, townhouse dwellings, stacked townhouse dwellings, back-to-back townhouse dwellings, and apartment dwelling units. The development will integrate a range of built forms and typologies to support a range of housing needs. The proposed development will contain a mix of residential typologies and tenures 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 dwelling types and sizes. Providing a greater range of housing choices will assist in meeting the needs of different demographic and income groups. Furthermore, the introduction of 904 new units on the subject lands will help increase the County's housing stock, which in turn will assist with broader housing supply 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.

The proposed development reflects a contemporary and compact built form. The development represents intensification of an under-utilized site within the urban centre of Picton. The development will contain a variety of housing typologies, including single-detached, semi-detached, townhouse dwellings, stacked townhouse dwellings, back-to-back townhouse dwellings, and apartment dwelling units. The proposed development introduces a mix of residential built forms and densities 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 proposed development introduces a mix of residential built forms and densities which can be accommodated by existing and planned municipal infrastructure.

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

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

The proposed development will utilize existing municipal services and infrastructure. The Functional Servicing Plan prepared in support of this application concluded that the development can be sufficiently serviced by existing municipal water and sanitary infrastructure adjacent to the site.

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 Plan prepared in support of this application concluded that the stormwater management design will meet the objectives set out in the Secondary Plan Policies related to the Waring's Creek Watershed, as well as the Prince Edward County Storm Design Manual including MECP criteria. A stormwater management pond is proposed centrally in the proposed development.

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

The proposed development will utilize existing municipal services and infrastructure. The Functional Servicing Plan prepared in support of this application concluded that the development can be sufficiently serviced by existing municipal water and sanitary infrastructure adjacent to the site.

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.

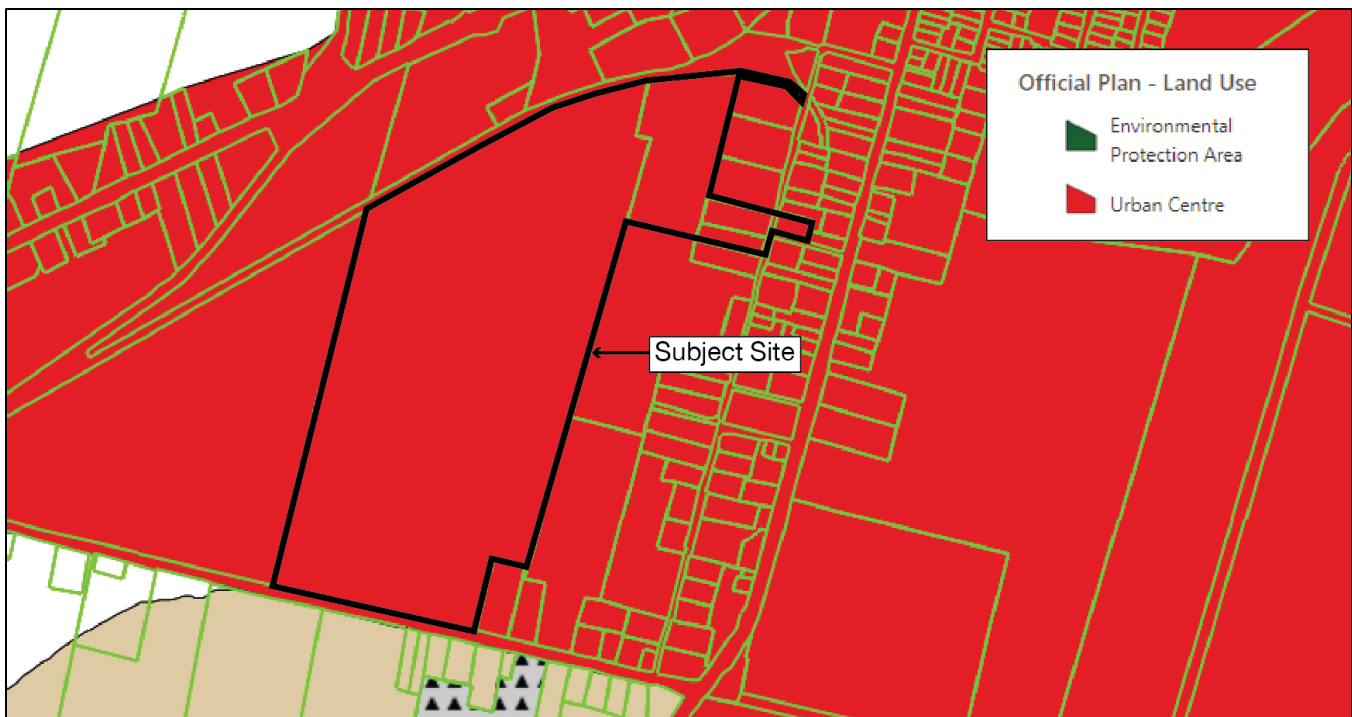


Figure 5: Schedule A-2 – Land Use (Source: Prince Edward County Public GIS Viewer)

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.

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

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

The proposed development supports complete communities by offering a mix of housing options and housing tenures in proximity to existing adjacent commercial and residential uses. The proposed development will contribute to the optimization and efficient use of existing municipal infrastructure. Given that the subject site is located within the urban boundary, this location is appropriate for moderate residential intensification. The proposed development also seeks to provide linkages to Millennium Trail, which will encourage use of active transportation infrastructure.

Section 4.1.2 Urban Centres Designation

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

The following policies are applicable to the site:

4.1.2.1 Policies

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

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

Section 5.1 Plan Administration

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

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

A Zoning By-law Amendment is required to permit the proposed development, which conforms with the intentions of the Official Plan, as discussed herein. Applications for Site Plan Control will be required to permit the proposed development and additional applications for zoning by-law amendment or minor variance for future phases may be required.

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

5.3 Picton Urban Centre Secondary Plan

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

A Community Vision for Picton – Hallowell

Picton-Hallowell is the heart of the County. It is a community of people and places, tradition and transformation. It is a gathering place that blends its built heritage with its living heritage, friendliness, small town charm and quality of life. This community is united by the elements that comprise it – a diversity of employment, affordable housing, historical aspects of the community, walkability, vibrant downtown, natural environment, local food sources, and recreational opportunities. Picton-Hallowell's community is shaped by these elements. Looking to the future, the residents of Picton-Hallowell envision living in a community that:

- *Has developed in a healthy and controlled way that is respectful of its current character;*
- *Is sustainable;*

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

The proposed development is consistent with the Community Vision for Picton-Hallowell, in that it encompasses many of the qualities outlined above. The proposed development has been designed and planned to incorporate the principles of sustainable development throughout the site, including wetland protection and the provision of open space, as well as the use of strategic dense built form. The proposed development seeks to complement the surrounding residential uses while also incorporating new built forms.

The subject site is located within the Picton Urban Centre and represents an ideal opportunity to promote active transportation. This will be achieved with the introduction of sidewalks along new public streets and pedestrian connections to the Millennium Trail. Additionally, greater residential density will encourage healthy lifestyles through the promotion and use of active transportation infrastructure.

The proposed development will utilize planned municipal water and sewer servicing. Increased permeability across the site will mitigate the effects of stormwater runoff, reducing the amount of pollutants that might contaminate the water quality.

The proposed development includes a mix of housing types, densities, and tenures. As such, the development will accommodate a mix of people within the County. By contributing 904 new residential units within the urban center, the proposed development will help promote and support a thriving neighbourhood.

Section 2.3 Secondary Plan Map and Land Use Areas

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



Figure 6: Schedule A – Secondary Plan Land Use Map (Source: Prince Edward County Public GIS Viewer)

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

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 in close proximity to existing commercial uses and active transportation infrastructure, serving the immediate needs of local residents. The development will contribute to the optimization and efficient use of 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 result in more efficient and coordinated infrastructure expansion and usage.

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

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

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

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

The proposed development contains a variety of residential unit types and tenures, including single-detached dwellings, semi-detached dwellings, townhouse dwellings, stacked townhouse dwellings, back-to-back townhouse dwellings and apartment dwelling units.

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

The proposed development represents a contemporary and compact built form. The approximate site-wide density is 26 units per net hectare. Phase 1 of the proposed subdivision will have a density of approximately 47 dwelling units per net hectare. A discussion on Community Benefits is found later in this report.

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

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

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 public streets within the development will be shared routes for pedestrians, cyclists and vehicles, with traffic calming measures incorporated within the design to increase pedestrian safety. The proposed development includes pedestrian connections to the Millenium Trail, which will promote active transportation throughout the site and to surrounding uses. Although there is currently no public transit service to the site, the proposed development will increase potential ridership numbers in proximity to a downtown area, supporting the potential for efficient transit services offered within the 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. Further urban design details will be provided at the Site Plan Control stage.

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

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

The proposed development represents appropriate infill of under-utilized lands within the Town Residential Area. Infill of under-utilized lands within the settlement area mitigates the need to expand the settlement boundary unnecessarily, making use of existing municipal infrastructure. The development and expansion of the Picton built area will promote active transportation throughout the site and to surrounding uses. The proposed development includes a mix of housing types, densities, and tenures. As such, the development will accommodate a mix of people with varying needs, budgets, and lifestyles. By contributing 904 new residential units within the urban centre, the proposed development will help promote and support a thriving neighbourhood.

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

The proposed development seeks to permit a residential subdivision within the Town Residential Area. The site-wide density is approximately 26 units per net hectare however Phase 1 of the subdivision will have a density of approximately 47 dwelling units per net hectare.

- 5. Consider the following when evaluating applications for intensification in the Town Residential Area:*
a) Proposed development is consistent with the policies of the Town Residential Area and the relevant goals and policies of this Plan;

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

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

The proposed development represents appropriate infill of under-utilized lands within the Town Residential Area. Infill of under-utilized lands within the urban settlement area mitigates the need to expand the settlement area unnecessarily, making use of existing and planned municipal infrastructure. Given that the subject site is located along Sandy Hook Road and within the urban boundary, this location is appropriate for 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 supporting studies confirmed that existing municipal services and the proposed stormwater management plan can appropriately accommodate the additional development. The proposed development will utilize municipal services and infrastructure. The site is located along Sandy Hook Road and Upper Lake Street. The proposal includes an expansion of Hineman Street as well as a new internal public street network 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 represents a contemporary built form that respects the privacy, sunlight and views of the sky for existing and new residents of the neighbourhood. The development will incorporate a variety of building heights and massing, transitioning across the street to respect existing surrounding residential uses. The subject site is located on the periphery of an existing residential neighbourhood and is bound by Sandy Hook and Upper Lake Street. As such, this is an appropriate location for the proposed residential subdivision.

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 Waring's Creek Policy Areas, as appropriate.
The subject site is located within the Waring's Creek Policy Area. Site-specific policies for this area are reviewed herein.

Section 2.10 of the Secondary Plan provides policies regarding lands designated Environmental Protection Area, including:

- 2.10.9 Ensure that development within the Environmental Protection Area conforms to the policies of this Plan of Section 2.12.3 of this Plan regarding the Waring's Creek Watershed Policy Area, as appropriate.*

The proposed development conforms to the intentions of the Waring's Creek Watershed Policy Area, as discussed herein.

Section 2.12.3 of the Plan provides specific policies relating to the Waring's Creek Watershed Policy Area, including:

- 2.12.3.2. Require that development within the watershed be consistent with the water resources policies of Section 4.7.1 of this Plan. Such development and redevelopment shall reflect and incorporate the following measures, as appropriate:*

- a) Managing for pre-development water balance by reducing excess runoff volume and maintaining or restoring natural levels of infiltration and evaporation. MOE Level 1 (enhanced protection) storage criteria should be utilized, as appropriate;*

The Stormwater Management Plan prepared in support of this application concluded that the stormwater management design will meet the objectives set out in the Secondary Plan Policies related to the Waring's Creek Watershed, as well as the Prince Edward County Storm Design Manual including MECP criteria. A stormwater management pond is proposed centrally in the proposed development.

- b) Low impact development (LID) measures that work with nature to manage stormwater as close to its source as possible, including: infiltration islands in parking areas; use of permeable pavements; green roofs; biofiltration swales; rain gardens; cisterns and rain barrels; and compact development;*

The proposed development will incorporate low impact development measures, as per the Stormwater Management Report.

- c) Consideration of stormwater retrofits, as necessary, in conjunction with redevelopment in existing neighbourhoods;*

The proposal represents the development of a new neighbourhood.

- d) Preparation of a sediment and erosion control plan in conjunction with a stormwater management plan;*

The Stormwater Management Report prepared in support of this proposal addresses sediment and erosion control mitigation measures.

- e) Consistency with the green design policies of this Plan (refer to Section 4.1.3).*

The proposed development conforms with the green design policies of the Official Plan, as discussed herein.

- 3. Prohibit land uses from the watershed that could reduce its ecological functions and values and encourage the relocation of such uses already existing in the watershed. Such uses include, but are not limited to:*

- a) Waste management-related uses that require a Certificate of Approval from the Ministry of the Environment such as landfills, transfer stations, sewage lagoons, etc.;*
b) Golf courses;
c) Commercial and industrial uses involving the manufacture, processing, and bulk storage of hazardous materials;
d) Intensive livestock operations; and
e) Application of biosolids to agricultural lands.

An Environmental Impact Assessment was prepared in support of this proposal. The study determined that the conceptual development plan for these lands ensures that the wetlands, together with a buffer that will average 30 metres and which

will include almost all deciduous woodland and most of the cultural meadow within the property, are protected. As such, the EIS concludes that the proposed development is not anticipated to impact the ecological function of the watershed.

4. Establish a 30 metre buffer area along the Warings Creek watercourse within which no new development, including septic tile fields, is permitted. On existing lots of record where it is not possible to achieve a 30 metre buffer area, the maximum achievable buffer area shall be considered the minimum. A minor variance to reduce alternate yards may be considered in order to establish the maximum achievable buffer area, subject to the policies of Section 5.1.2 of this Plan. Buffer areas shall maintain and/or re-establish the native riparian habitat.

5. Require preparation of an environmental impact study (EIS) in support of any development or site alteration proposed on lands adjacent a buffer area within the watershed. The EIS shall address the requirements outlined in Policy 4.7.3.2 of this Plan. The applicant shall pre-consult with the County pursuant to Policy 5.1.8.1 of this Plan prior to commencing the EIS.

The proposed development has been thoughtfully designed to direct development away from the natural heritage features on the site and includes a wetland protection block to ensure the long-term protection of the watershed. The open space block also facilitates a 30-metre buffer area along the watercourse.

Section 3.1 Transportation and Circulation

Section 3.1 of the Secondary Plan provides policy direction to guide the development of the transportation system in the Picton-Hallowell planning area. The transportation system has a direct influence on land use, quality of life, and community health. The Picton-Hallowell transportation system is comprised of a network of roads, trails, and waterways which facilitate the movement of goods and people throughout the County. The development proposes the expansion of an existing public street, Hineman Street, as well as a new intersection on Sandy Hook Road to serve as entrances to the site. Additional future connections to the north and west are also contemplated. The proposed internal public street network will improve traffic flows through the site. Pedestrian safety and access across the site will be improved with the introduction of sidewalks along internal public streets. Active transportation across the site will be further encouraged by the proposed connections to the Millenium Trail. Although there is currently no public transit service to the site, the proposed development will increase potential ridership numbers in proximity to a downtown area, supporting the potential for efficient transit services offered by Prince Edward County. A Traffic Impact Statement was prepared to support this application, which concludes that the proposed development is not anticipated to unduly impact the existing road network.

Section 3.2 – Services and Utilities

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

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

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

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

Section 3.2.1 presents a servicing strategy, given the servicing challenges facing the lands within the secondary planning area, based on the provisions of a municipal water supply and sanitary sewage collection system by Service Area. Per the

definitions provided within this section, the subject site is located within Service Area 3 as there is no existing municipal water or sanitary collection system. However, the policies relating to this Service Area assumes that the prospect for the extension of municipal water supply or sanitary sewage collection system appears to be remote. The Functional Servicing Report prepared in support of this proposal concluded that the proposed development can be sufficiently serviced by existing municipal infrastructure. As such applications to bring the lands into Service Area 1, full municipal water and sewer services, given the findings of the FSR can be pursued if required.

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, contributing to a complete community. Given that the subject site is located within the urban boundary, this location is appropriate for moderate residential intensification. In order to mitigate impacts on surrounding lower density residential development, building heights and residential densities transition down moving from west to east and north to south across the site, to provide a gradient in height and density towards existing dwellings on Sandy Hook Road and Upper Lake Street.

- 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 subject site is located on the periphery of an existing residential neighbourhood. The proposed development layout has been thoughtfully designed to transition height and residential density across the site, concentrating it centrally on the site, on interior streets, and away from existing low-rise residential uses.

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

The proposed development represents the extension of an existing neighbourhood in the Town Residential Area through intensification of under-utilized land within the Picton urban boundary. An internal public street network is proposed within the subdivision to ensure the safe and efficient flow of traffic across the site. The proposed public streets within the development will be shared routes for pedestrians, cyclists and vehicles, with sidewalks

incorporated to increase pedestrian safety. Connections to Sandy Hook Road and Upper Lake Street, as well as the Millenium Trail, will provide residents access to the broader neighbourhood and allow neighbouring residents and visitors to access the proposed subdivision. 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 development reflects a contemporary built form and urban design that inherently reduces the appearance of garages. Laneways along a portion of the extension of George Wright Boulevard have been proposed to provide visual diversity and accommodate separation of private garages and parking areas from the public street.

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 proposed development has been thoughtfully designed to ensure a high-quality site design and built form, with consideration for building orientation and open spaces. Strong emphasis has been placed on transitioning density across the site through residential built form. More refined design details, such as building articulation and cladding, will be addressed through the review process and through subsequent processes, such as final plan of subdivision approval and site plan control.

8. *Establish design guidelines for residential development in the Heights Development Area to ensure that the design and development intent of this Plan are achieved (refer to Section 2.6). Design elements to be considered by the guidelines include:*
 - a. *Neighbourhood structure and layout, including: green infrastructure (natural heritage system, park and open space lands); natural connections and corridors; tree and landform preservation; stormwater management; neighbourhood activity centres (community and commercial uses); street, pathway, and trails network and connections; development block dimensions; school location and dimensions; park type location and dimensions;*
 - b. *Street design, including: street cross-section (vehicle lanes, bicycle/parking lanes, boulevard, utilities locations, sidewalks, street tree/median planting, building setbacks); landscaped buffer/noise attenuation on major corridors; neighbourhood gateways/arrival elements; traffic calming/accessibility elements; active transportation network integration/connections;*
 - c. *Site design and building orientation, including: orientation to streets and open space; setback averaging; mix of building types; orientation to reduce shadows, improve privacy, increase solar gain;*
 - d. *Built form, height, and massing, including: building height and local context; landmark building locations; upper storey building face step-backs to reduce building mass and reduce shadows; transition from taller to shorter buildings (45° angular plane);*

- e. *Building articulation and detailing, including: preferred finishing materials; accesses and entrances; façade design; windows; roofs, gables, and dormers; porches and building projections; garage and driveway location/design; screening of parking and service areas/utilities;*
- f. *Community, commercial uses, and industrial uses including: site design and building orientation; built form, height, and massing; building articulation and detailing; parking location and design; pathway and trail connections; and*
- g. *Greenspaces, including: accessible frontages and views from neighbourhood; landscape buffers around natural features/stormwater facilities; pathway and lighting design.*

The subject site is not located within the Heights Development Area.

Section 4.3 Housing

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

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

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

The proposed development will contribute 904 residential units to the existing housing stock in the Picton-Hallowell area. This will allow for efficient and appropriate residential growth with the urban area.

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

The proposed development includes single-detached dwellings, semi-detached dwellings, standard townhouse dwellings, stacked townhouse dwellings, back-to-back townhouse dwellings, and apartment dwelling units, providing a range of housing for the current and future needs of residents. As a result, 904 new units will become available on the market having a range of price points and tenures to appeal to households with different needs and budgets.

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

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

Implementing Policies – Council shall:

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

The proposed development represents redevelopment of under-utilized lands within the urban boundary. Residential intensification of the site is appropriate within the context of the surrounding neighbourhood. The subject site is designated Urban Area. The relevant policies of Section 2.4, regarding the Town Residential Area, are addressed above. Section 2.5 pertains to mixed-use areas which are identified as the Downtown Core Area, Town Gateway Area, and Town Corridor Area. As such, the policies of Section 2.5 do not pertain to the proposed development.

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

The site is intended for residential intensification and is appropriately zoned for development as amended. Municipal servicing expansion is planned to ensure capacity in the County and increase servicing availability for residential intensification, such as the proposed development.

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

This policy is not relevant to the proposed development.

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

The proposed single-detached, semi-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 904 proposed new residential units will provide a significant increase to available housing options on the market. By increasing available stock, housing prices in the area may become generally more affordable due to an improved balance between supply and demand.

6. *Encourage the provision of affordable housing by:*
 - a) *Supporting increased residential densities in appropriate locations and promoting a full range of housing types – including semi-detached, duplex, triplex, townhouse, and apartments -as part of development or redevelopment.*
 - b) *Permitting second units within existing and proposed single-detached, semi-detached, and townhouse units, and accessory units as appropriate;*
 - c) *Permitting the conversion of single-detached residential dwellings into not more than three separate dwelling units, and the conversion of semi-detached and townhouse dwellings into not more than two separate dwelling units;*
 - d) *Permitting the conversion of non-residential buildings to residential use preferably to include affordable housing;*
 - e) *Informing the community of government grants available to encourage the creation of second units, converted units, and accessory units;*
 - f) *Providing infrastructure in a timely manner;*
 - g) *Negotiating agreements with the public and private sectors to provide affordable housing through the draft plan of subdivision, plan of condominium, rezoning, and consent processes;*
 - h) *Enacting a Municipal Housing Capital Facilities By-law under the Municipal Act to enable the County to enter into agreements with private and non-profit partners for the provision of affordable rental housing;*
 - i) *Streamlining of the development approvals process for projects that provide affordable housing as defined by the County;*

- j) *Providing, on a case-by-case basis, relief from development, planning, permit, and other fees normally charged for projects that provide affordable housing as defined by the County;*
- k) *Equalizing the tax ratio for new multi-unit residential buildings in accordance with Federal and Provincial affordable housing guidelines;*
- l) *Considering alternative residential development standards to facilitate affordable housing and a more compact development form; and m) Considering innovative housing models, such as cohousing and life-lease housing.*

The proposed development will contribute 904 residential units, in a mix of housing types and densities to the existing housing stock in the Picton-Hallowell area. The diverse housing types will offer a range of starting prices and the opportunity for different ownership/tenure models. This will allow for efficient and appropriate residential growth within the urban area.

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

The proposed development includes a range of housing types, sizes, tenures, and affordability. Housing types include single-detached dwellings, semi-detached dwellings, standard townhouse dwellings, stacked townhouse dwellings, back-to-back townhouse dwellings, and apartment dwelling units. These represent a range of densities and built forms which will serve the needs of a diverse group of people.

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

The subject site is not within the Downtown Core Area.

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

The proposed development will provide new housing options in the County.

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

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

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

This policy is not relevant to the proposed development.

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

This policy is not relevant to the proposed development.

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

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

The proposed development will not include any special needs housing.

- 14. *Permit garden suites on residential lots containing single-detached dwellings in the Town Residential Area and Heights Development Area. Garden suites shall conform to the provisions of the Zoning By-law regarding required*

lot area and setbacks. Garden suites shall be permitted by means of a temporary use permit for a period of up to 20 years (refer to Section 5.1.1.2 of this Plan).

The proposed development will not include any garden suites.

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

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

The proposed development will not include any garden suites.

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

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

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

Section 4.6 Green Infrastructure

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

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

The proposed development will provide a parkland for the enjoyment and leisure of residents. A Stormwater Management block is also proposed, serving as a landscaping feature within the community.

Section 4.6.2 of the Secondary Plan identifies policies for the natural heritage system, defined as a series of connected natural spaces with long term ecological value. The spaces and features in Picton-Hallowell requiring consideration could include areas of natural and scientific interest (ANSI), fish habitat, habitat of endangered and threatened species, valley lands, wetlands, wildlife habitat, woodlands, shorelines, natural hazards, and the natural corridors that link them. The proposed development includes an open space block identified as a wetland protection area, affiliated with Waring's Creek. The proposed block ensures a 30-metre buffer surrounding the watercourse. As such, any future development on the site would comply with all relevant provisions of the zoning by-law, including watercourse setbacks. The subdivision development will

be subject to a separate planning process, including Site Plan Control, which will ensure the protection of the natural heritage feature.

Section 4.8 Natural and Human-Made Hazards

Section 4.8 of the Secondary Plan provides policies with the intent of protecting residents and properties by respecting natural and human-made hazards. Such hazards could include floodplains, steep or unstable slopes, abandoned commercial mines and wells, existing and former mineral aggregate operations, potentially contaminated sites, and certain industrial and waste-related facilities. Detailed studies in support of the development, including the Environmental Impact Study and Geotechnical Study have been provided in support of this proposal and conclude that there are no anticipated hazard impacts related to the proposed development. Consultation with the County, Quinte Conservation, Ministry of Natural Resources, and Ministry of the Environment, as appropriate, will be conducted at the Site Plan Control stage.

Part Five: Implementing Plan Picton-Hallowell

Section 5.1 – Plan Administration

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

Section 5.1.1.4 Bonusing

The County may pass a site-specific zoning by-law amendment to allow increases in building height and/or density above that permitted in exchange for the provision of community benefits. Approval of bonusing shall be considered on a case-by-case basis.

1. *Consider including provisions in the updated Zoning By-law to permit the use of bonusing, pursuant to the provisions of the Planning Act, in order to permit increases in the height and density of development beyond that allowed by zoning in exchange for facilities, services, or matters of community benefit.*

The site-wide density is approximately 26 units per net hectare.

2. *Recognize that the facilities, services, or matters of community benefit could include:*
 - a. *Provision of affordable, rental, special needs, assisted, or other forms of special housing;*
 - b. *Provision of parkland dedication beyond the requirements of the Official Plan;*
 - c. *Protection of natural features, such as wetlands, beyond the parkland dedication requirements of the Official Plan;*
 - d. *Provision of public areas and walkways and connections to external public walkways/trail systems;*
 - e. *Provision of sustainable design features;*
 - f. *Provision of public parking;*
 - g. *Provision of public art;*
 - h. *Provision of community and open space facilities such as small parks, waterfront improvements, day care facilities, schools, community centres and recreational facilities, and other municipal facilities;*
 - i. *Conservation of cultural heritage resources, including but not limited to the undertaking of a Heritage District Study; and*

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

3. *Ensure that any bonusing provisions in the updated Zoning By-law establish a nexus such that the facilities, services, or matters of community benefit provided are commensurate with the increased height and density permitted and are not already a requirement of this Plan.*
4. *Permit bonusing only in cases where the increased height and density complies with all other applicable Zoning By-law regulations, conforms to the intent of the Secondary Plan, is compatible with adjacent existing or proposed development, and is in line with priorities and interests of the County*

The proposed density of the site conforms to the intent of the Secondary Plan and is compatible with adjacent existing and proposed development. The proposed development will contribute positively towards the vitality and viability of the surrounding area.

5. *Ensure that the facilities, services, or matters of community benefit provided in exchange for increased height and density are directly linked or associated with the development proposed and are located onsite or in close proximity.*

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

6. *Discourage the transfer of bonus height and density from one site to another or from one project to another.*

The proposed development will not transfer bonus density from one site to another or from one project to another.

7. *Require an agreement between the County and the landowner as a condition of the application to be registered on title. Such an agreement would address, among other items, the facilities and services of public benefit to be provided, the timing of their provision, the operation and maintenance of such facilities and services, and the increased height and density permitted in exchange for the public benefit provided.*

An agreement will be prepared as part of the site plan control and final plan of subdivision review process.

8. *Establish Countywide guidelines and a protocol for negotiating community benefits with an owner/developer, pursuant to the provisions of the Planning Act.*

This policy is not relevant to the proposed development.

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

Current and Proposed Zoning

The subject lands are zoned Future Development (FD) Zone in the County of Prince Edward Comprehensive Zoning By-law No. 1816-2006. This zone is intended to permit residential development, subject to a zoning by-law amendment application. As such, a zoning by-law amendment is being sought to rezone the subject site to reflect the draft plan of the subdivision. The proposed rezoning will permit the broad uses intended for the Lots and Blocks, while detailed performance standards may be determined at the detailed design phase.

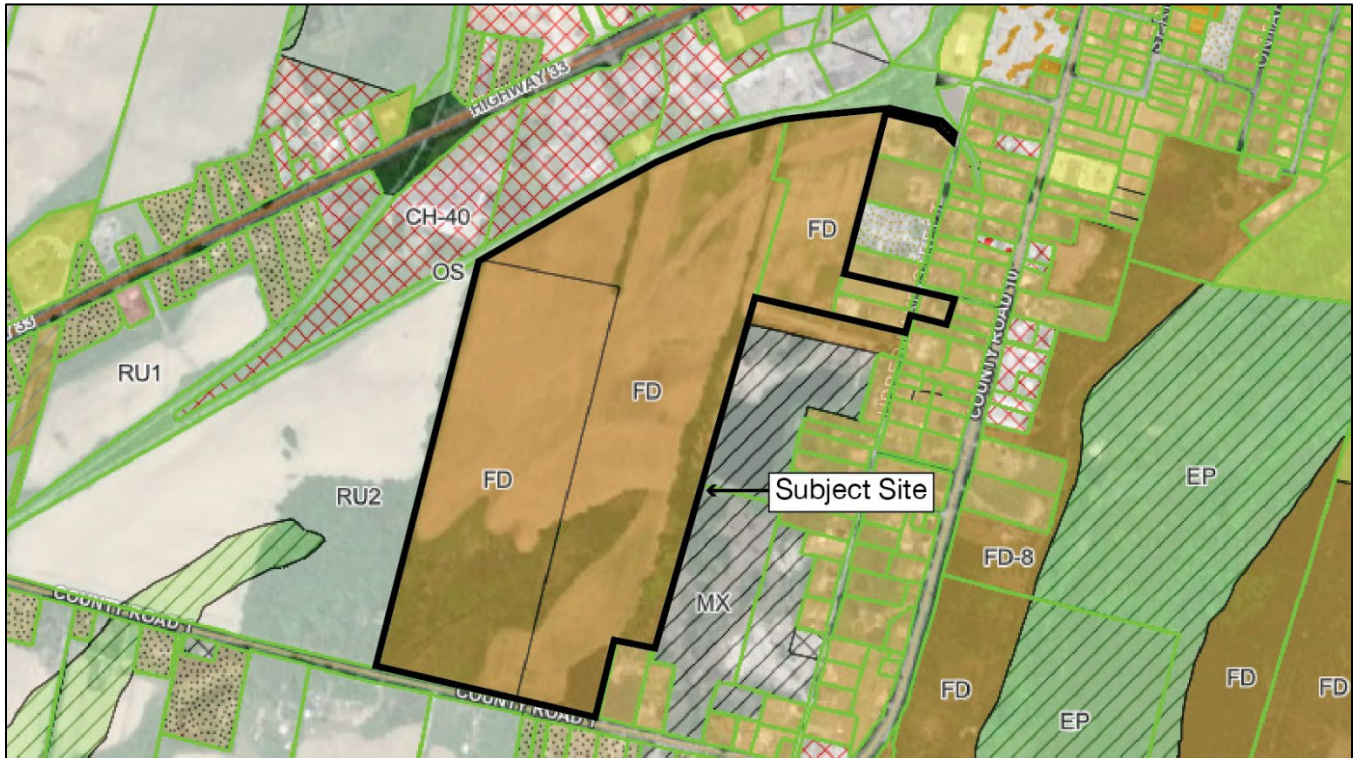


Figure 7: Current Zoning (Source: Prince Edward County Public GIS Viewer)

The applicant proposes to rezone the site from Future Development (FD) Zone to a site-specific Urban Residential Type Three (R3-X) and Open Space (OS) Zones, as shown below in Figure 8.

Each phase of the proposed subdivision will undergo separate site plan control processes that may trigger the need for additional zoning by-law amendment or minor variance applications to establish site-specific performance standards based on the detailed design of each phase.

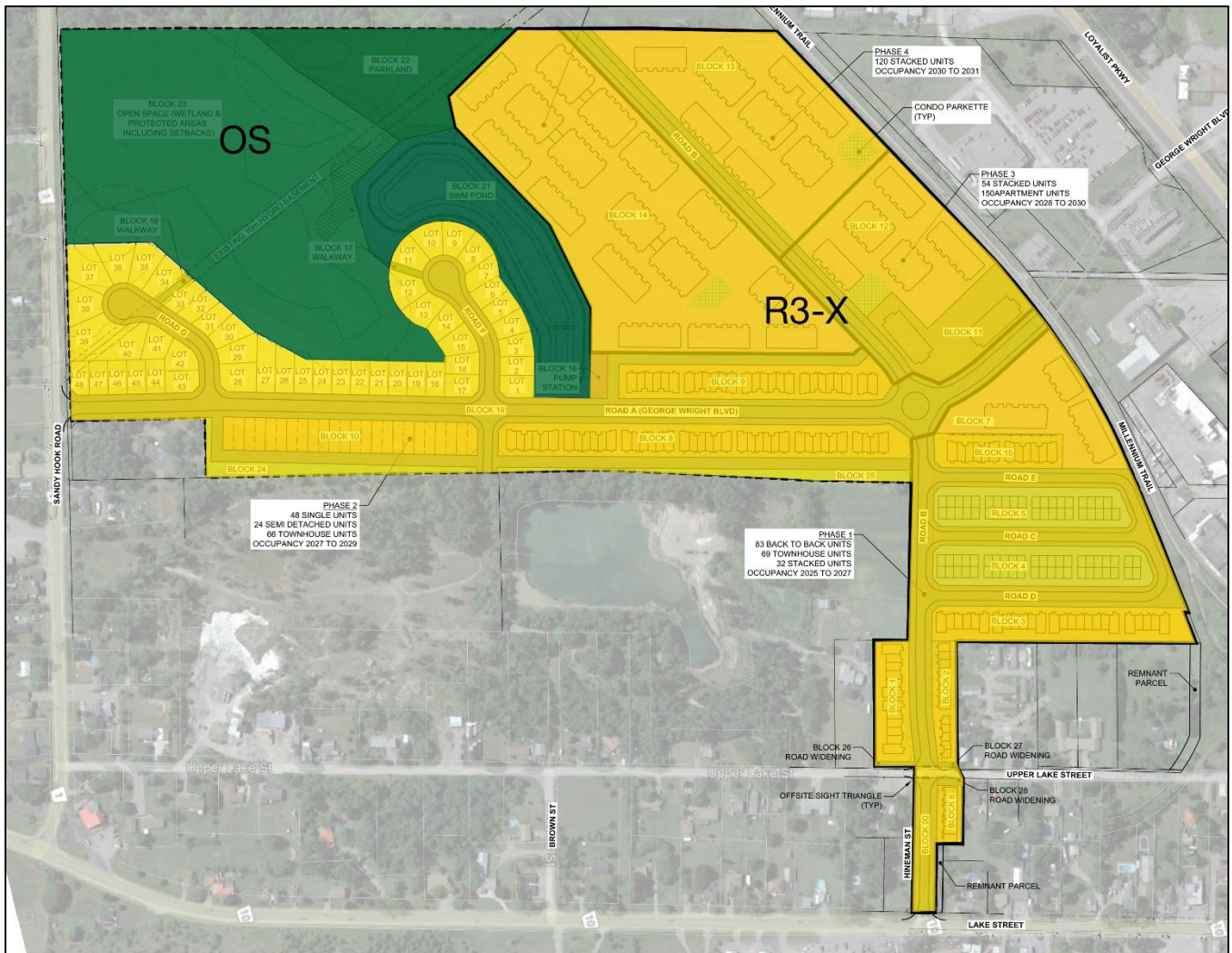


Figure 8: Proposed Zoning (SOURCE: Prince Edward County Public GIS Viewer, annotated by Fotenn)

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

Urban Residential Type 3 (R3-X) Zone

Provision	Required	Proposed	Compliance
Urban Residential Type 3 (R3-X) Zone – Zoning By-law 1816-2006			
Permitted Use	One unit of a semi-detached dwelling One semi-detached dwelling One duplex dwelling One triplex dwelling Additional units <ul style="list-style-type: none"> - Converted dwelling with a maximum of four dwelling units - One second unit - One garden suite Townhouse dwelling One unit of a townhouse dwelling Apartment dwelling Retirement home Senior citizens housing complex Home business Uses, buildings and structures accessory to the foregoing permitted uses	Single-detached Semi-detached Townhouse Stacked townhouse Back-to-back townhouse	No
Minimum Lot Area	Semi-detached: 650m ² Townhouse: 250m ² per dwelling unit Apartment: 232m ² per unit for first four units, 46m ² for each additional unit	Will comply	Yes
Minimum Lot Frontage	Semi-detached: 18m Townhouse: 7m per dwelling unit Apartment: 23m	Will comply	Yes
Minimum Front Yard	3.0m	Will comply	Yes
Minimum Exterior Side Yard	3.0m	Will comply	Yes
Minimum Interior Side Yard	Semi-detached: 0m Townhouse: 2.5m Apartment: 4.5m	Will comply	Yes
Minimum Rear Yard	7.5m	Will comply	Yes
Maximum Lot Coverage	35%	Will comply	Yes
Minimum Landscaped Open Space	35%	Will comply	Yes
Maximum Height of Buildings	15m	Will comply	Yes

Permitted Uses

The proposed development will provide a variety of housing typologies, including single-detached, semi-detached, townhouse dwellings, stacked townhouse dwellings, back-to-back townhouse dwellings and apartment dwellings. Single- and semi-detached dwellings are proposed to effectively transition residential densities and height across the site, providing additional buffering for adjacent residential uses. The proposed development has been thoughtfully designed to ensure compatibility and a sense of community across the subdivision. The proposed low-density built forms are compatible with permitted medium-density built forms, such as traditional townhouse dwellings, and will serve to increase the housing diversity on the site. The proposed development includes a mix of housing types, densities, and tenures. As such, the development will accommodate a mix of people with varying needs, budgets, and lifestyles.

Open Space (OS) Zone

Provision	Required	Proposed	Compliance
Open Space (OS) Zone – Zonin By-law 1816-2006			
Permitted Use	Public or private park Walking trails Boat launch facility Existing agricultural uses Conservation uses Sustainable resource management uses Historical site Public uses	Public Park Conservation Use Stormwater Management	Yes
Minimum Front Yard	15m	Will comply	Yes
Minimum Exterior Side Yard	7.5m	Will comply	Yes
Minimum Interior Side Yard	7.5m	Will comply	Yes
Minimum Rear Yard	7.5m	Will comply	Yes
Maximum Lot Coverage	35%	Will comply	Yes
Minimum Landscaped Open Space	35%	Will comply	Yes
Maximum Height of Buildings	10m	Will comply	Yes

7.0 Conclusion

The proposed development will provide a mix of housing types, accommodating the needs of current and future residents of the County. The proposed development will consist of 904 total dwelling units over five phases of construction. The development will include single-detached dwellings, semi-detached dwellings, townhouse dwellings, stacked townhouse dwellings, back-to-back townhouse dwellings and apartment dwellings, along with a stormwater management block, an open space block for wetland protection, and parkland. The proposed development has been designed and planned to transition height and massing across the site, with more dense forms of housing situated in the northwestern portion of the site and lower built forms adjacent to existing residential uses. 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.

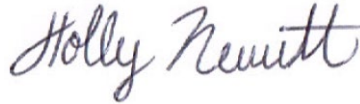
The proposal is consistent with the Provincial Policy Statement, and conforms to the County of Prince Edward Official Plan and the Picton Urban Centre Secondary Plan. Based on our review of the proposal from a land use planning perspective, the proposed zoning by-law amendment is appropriate, allowing the development of an appropriately scaled residential development that is designed with careful consideration of the surrounding community and natural features. The proposal will help achieve the County’s goal of providing high quality residential development in a settlement area.

It is our professional opinion that the proposed plan of subdivision and zoning by-law amendment applications represent good land use planning. Should you require any additional information, please do not hesitate to contact the undersigned at 613.542.5454 x 234 or at nanton@fotenn.com.

Respectfully,



David Nanton, MCIP RPP
Senior Planner
Fotenn Planning + Design



Holly Newitt, MPI
Planner
Fotenn Planning + Design

Appendix A

Zoning By-law Amendment

THE CORPORATION OF THE COUNTY OF PRINCE EDWARD BY-LAW NO. XXXX-2023

A BY-LAW TO AMEND COUNTY COMPREHENSIVE ZONING BY-LAW NO. 1816-2006, AS AMENDED (Part of Lots 21, 22 and 23, Concession 3 Military Tract, 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 Lots 21, 22 and 23, Concession 3 Military Tract, 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 but the addition of the following subsection 12.5 of Section 12 entitled “Special Residential 3 (R3) Zones” thereof:

Part of Lots 21, 22 and 23, Concession 3 Military Tract, Hallowell

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

- i. In addition, a single-detached dwelling shall also be permitted, subject to the performance standards of the R2 Zone.
2. **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 Urban Residential Type 3 (R3-X) Zone and the Open Space (OS) Zone in accordance with Schedule “1” attached hereto.
3. **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.

Schedule A

