

BLOCK 204, PORT PICTON MINOR VARIANCE

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July 25, 2024

Matt Coffey

Planning Coordinator, Approvals
County of Prince Edward

Via Email: mcoffey@pecounty.on.ca

**RE: Block 204, Port Picton, Prince Edward County
Application for Minor Variance**

Dear Mr. Coffey,

Fotenn Planning + Design has been retained by Port Picton Homes to prepare this planning justification letter in support of a minor variance application for the lands identified as Block 204 in the Port Picton subdivision. The purpose of the application is to permit the development of an apartment building on the lands. An application for minor variance is required to grant relief from the maximum lot coverage, minimum interior side yard and minimum landscaped open space provisions of the site-specific Urban Residential Type 3 (R3-60) zone. The R3-60 Zone permits apartment buildings as of right on the site

The subject property is designated Urban Centre on Schedule A-2 Land Use Designations of the Prince Edward County Official Plan, and designated Town Residential Area on Schedule A: Secondary Plan Land Use Map of the Picton-Hallowell Secondary Plan. .

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

- / Architectural Drawing Set;
- / Concept Plan;
- / Survey (MPlan);
- / Complete application forms; and,
- / This planning letter.

Site Description + Surrounding Context

The property is located on the southern shore of Picton Harbour, along the western side of Bridge Street in the east end of the Town of Picton Urban Centre. The site is part of the larger Port Picton Subdivision, which is bounded by Bridge Street to the east, Head Street to the south, Picton Harbour to the west, and Picton Bay to the north. The subdivision is undergoing phased development, with residential uses and new local streets currently under construction. The subject site is centrally located in the subdivision, with approximately 85 metres of frontage on Bentley Crescent, and approximately 64 metres of frontage on Villeneuve Drive. The site has a total lot area of 3,211 square metres.



Figure 1: Site Context (Source: PEC GIS Viewer, annotated by Fotenn Planning + Design)

The surrounding area is predominantly comprised of residential dwellings, with the majority of commercial development and activity concentrated in the downtown core to the southwest of the subject site. The eastern edge of Picton's downtown core is located within a 600-metre walking radius of the subject site. Picton Harbour abuts the site to the west and contains a variety of docking facilities and waterfront businesses, as well as some waterfront residential development. To the north of the site, residential dwellings extend along the shoreline of the Harbour towards Picton Bay. To the east of the site is an existing residential neighbourhood. St. Gregory Catholic School, of the Algonquin & Lakeshore Catholic District School Board, is located approximately 200 metres to the southeast of the site. The area to the south primarily consists residential uses, as well as the Ontario Court of Justice – Picton Courthouse.

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

North: Residential

East: Residential

South: Residential, Institutional

West: Picton Harbour

Vehicular access to the site is available via Bridge Street, which forms part of Highway 33, also known as Loyalist Parkway. The highway extends southwards from Highway 401, near Trenton, through Prince Edward County and ultimately connects to Kingston by way of the Glenora Ferry, making it a major arterial route in the County. A sidewalk is located along the western side of Bridge Street, extending from the downtown core to the subject site and further north along Bridge Street. The site is located within a 5-7-minute walking distance from the downtown core, making it highly accessible by active transportation. Picton is currently serviced by Deseronto Transit, which offers public transit services between Picton/Bloomfield and Belleville four times a day, Monday to Friday. Prince Edward County has been granted funding to create and expand an on-demand transit network throughout Prince

Edward County. While transit stops are not located adjacent to the subject site, stops are located within Picton's downtown area. Future additional transit stops will be offered in the downtown core, providing local transit connections within Picton, as well as connections between Picton, Belleville, Trenton, and within the County.

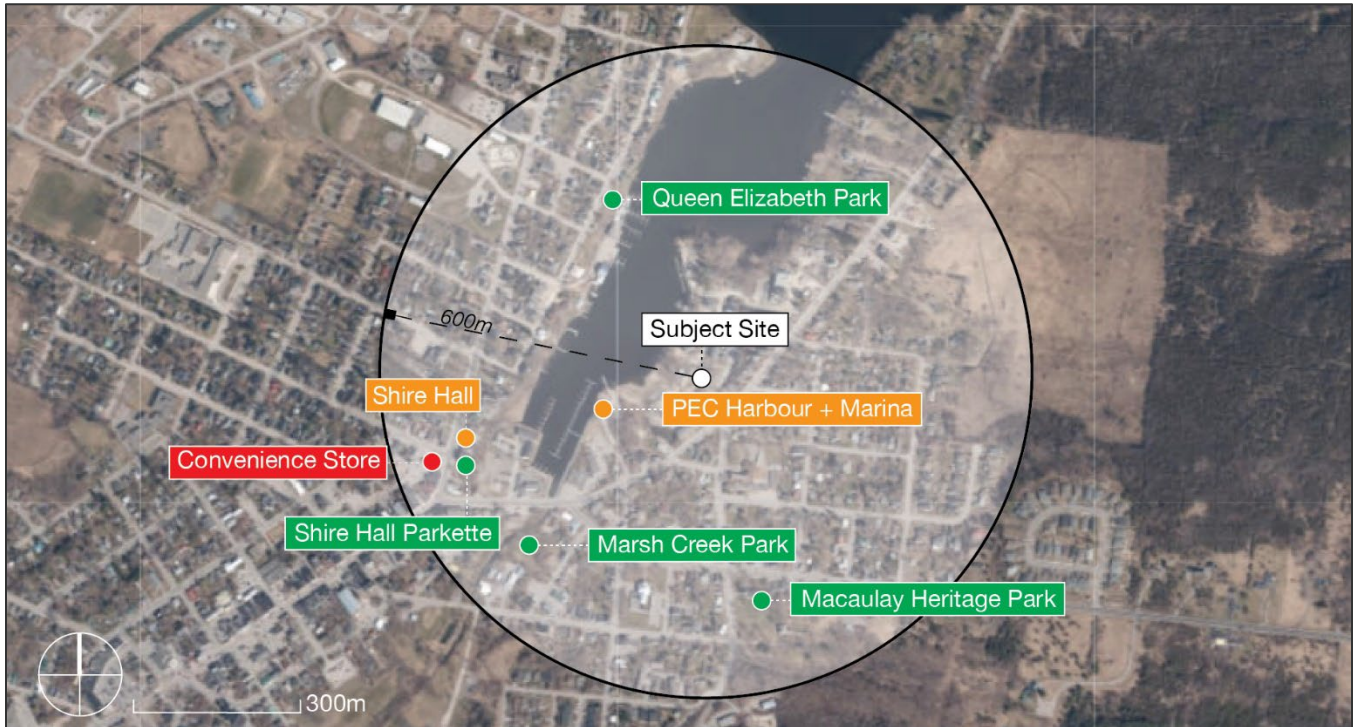


Figure 2: Surrounding Context (Source: Ontario AgMaps)

Proposed Development

The applicant is seeking to develop the site with a residential apartment building. The building will be integrated into the sloped topography of the site. On Bridge Street side, along the Bentley Crescent frontage, the building heights are two-storeys, and are aligned with the building heights along Bridge Street. On the waterfront side (west), along Villeneuve Drive frontage the building height are three-storeys and transition into the two-storey portion along Bentley Crescent, which step-back to accommodate rear terraces. The unique grade change across the site allows the building to be oriented along both road frontages, maximizing views to the waterfront, and minimizing the visual massing of the building. The proposed development is sufficiently setback from the waterfront, mitigating potential environmental or natural hazard impacts.

A mix of surface-level and underground parking are proposed on the site. Parking for residents will be contained in two underground parking garages, which feature private parking bays accessed by communal drive aisles. Underground parking servicing the dwelling units fronting Bentley Crescent will be accessed via a driveway and a ramp off of Bentley Crescent to the east of the building. The other parking level, which will service the units fronting on Villeneuve Drive, is accessed via a ground-level driveway off of Villeneuve Drive. Surface parking spaces, including visitor spaces, will be provided across the site in small groupings to minimize the overall visual impact and permit more diverse landscaping opportunities.

Architecturally, the proposed development has been thoughtfully designed to integrate a mix of façade treatments and fenestration to provide visual interest and minimize the visual massing of the site, where possible. The Bentley Crescent façade will reflect a standard two-storey townhouse development, reflecting similar built forms along Bentley Crescent. The Villeneuve Drive frontage features an increased number of windows, to maximize waterfront



Figure 4: Building Elevations (Source: Glenn Dowds)

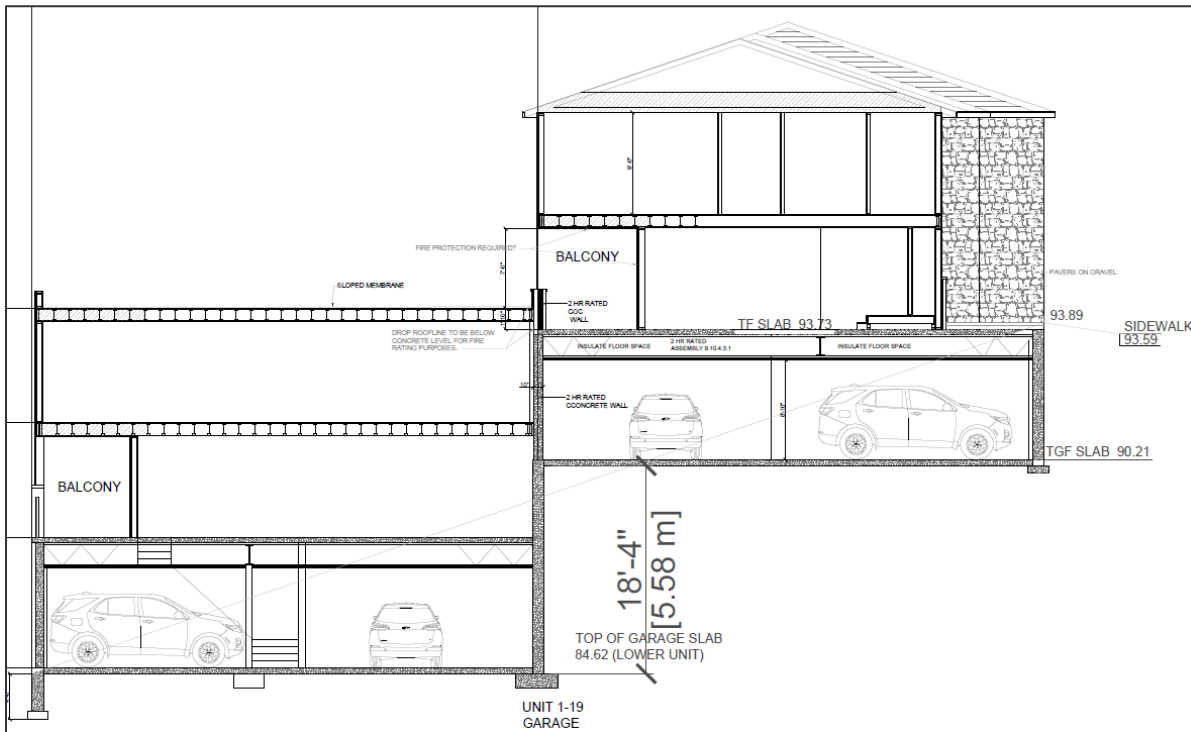


Figure 5: Building Cross-Section (Source: Glenn Dowds)

Supporting Studies

Shadow Study

A shadow study was prepared by Fotenn Planning + Design. The study found that the proposed building has minimal shadow impact on the immediate and surrounding context, with the adjacent properties having access to sunlight more than 50% of the test times.

During March/September Equinox the shadow impacts on the single-family dwellings to the west are limited to 3 hours in the morning. To the north, the adjacent townhouses are minimally impacted by shadows between 3 pm and 5 pm. There are no shadow impacts to properties to the east.

During the Summer Solstice (June 21), there are minimal shadow impacts on the properties to the west, limited to 1 hour in the morning. To the north, there are no shadow impacts. The shadow impacts on the properties to the east are minimal, limited to 2 hours in the evening.

During the Winter Solstice (December 21), there are greater impacts on the surrounding context. Shadows impact the properties to the west during the morning hours, but these receive sun in the afternoon for at least 3 continuous hours. To the north, shadow impacts are greater, impacting the southern portion of the townhouse block. These adjacent townhouses receive sun for at least 3 hours during the day.

The building heights are aligned with the surrounding context. On Bridge Street side, along the Bentley Crescent frontage, the building heights are two-storeys, and are aligned with the building heights along Bridge Street, provide a transition to the rear-garages of the townhouse blocks to the north, and would have similar shadow impacts as the buildings in the surrounding context. On the waterfront side (west), along Villeneuve Drive frontage the building height are three-storeys and transition into the two-storey portion along Bentley Crescent. The three-storey streetwall along Villeneuve Drive is aligned with the proposed 3-storey townhouses to the north, and help to create a consistent and more continuous streetwall. The topography also plays a role in the shadow impacts to the west. The site topography slopes downwards towards the Harbour (west), causing shadows to be elongated.

Description of Requested Variances

In order to permit the proposed development, relief from the following provisions are requested:

- 1) 12.3.5.v. Minimum Interior Side Yard: Apartment Dwelling: 4.5 metres

Relief is required to permit a decreased minimum interior side yard of 2.6 metres.

- 2) 12.3.9 Minimum Landscaped Open Space: 35%

Relief is required to permit a decreased landscaped open space of 31%.

- 3) 12.5.60.iv. Maximum Lot Coverage: 43%

Relief is required to permit an increased lot coverage of 52%.

Four Tests

The assessment of the proposed variance is undertaken following the tests for a minor variance as described in Section 45(2) of the Planning Act and in section 5.1.2 of the Official Plan, as follows:

Test #1: Is the general intent and purpose of the Official Plan maintained?

Test #2: Is the general intent and purpose of the Zoning By-law maintained?

Test #3: Is the variance minor?

Test #4: Is the variance desirable for the appropriate development or use of the lands in question?

Test #1: Is the general intent and purpose of the Official Plan maintained?

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. 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.

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 existing municipal services and infrastructure. The proposed development supports complete communities by contributing to the mix of housing options available within the community.

Further, the site is designated Town Residential Area on Schedule A – Picton Land Use Map of the Picton Urban Centre Secondary Plan. 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 19 residential dwelling units on the project lands. The proposed development will positively contribute to the range of housing types available in the community. The proposal represents intensification of a generally under-utilized residential parcel within the urban settlement area. The area consists of predominantly residential uses, representing a mix of built forms, including townhouse and single-detached dwellings, therefore the proposed development will complement and increase the housing stock of the neighbourhood.

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

The proposed development supports complete communities by contributing to the mix of housing options within a neighbourhood that offers a mix of land uses with nearby commercial serving the immediate needs of local residents. The development will efficiently use existing municipal infrastructure.

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

The proposed development represents appropriate infill of under-utilized lands within the settlement area. The proposed development represents the ongoing build-out of an existing neighbourhood. Previous plan of subdivision and zoning by-law approvals permitted apartment dwellings on the undeveloped site within the urban centre.

Based on this review, it is our professional opinion that the proposed variance maintains the general purpose and intent of the County of Prince Edward Official Plan and the County of Prince Edward Picton Urban Centre Secondary Plan.

Test #2: Is the general intent and purpose of the Zoning By-law maintained?

The subject property is zoned site specific Urban Residential Type 3 (R3-60) Zone in the Prince Edward County Comprehensive Zoning By-law 1816-2006. The proposed residential use is permitted in this zone. The following table outlines the necessary variances required to permit the proposed development.

Provision	Required	Proposed	Compliance
Site-specific Urban Residential Type 3 (R3-60) Zone			
Permitted Use	Apartment Dwelling	Apartment Dwelling	Yes
Front Yard (min)	4.5 m	> 4.5 m	Yes
Lot Coverage (max)	43%	52%	No
Building Height (max)	4 storeys or 103.43 metres above sea level as measured to the mean height between the eaves and ridge, exclusive of any accessory roof construction.	101.13 metres above sea level	Yes
Setback from underground parking	1 m from all lot lines	> 1 metre	Yes
Parking Stall Area (min)	16.2 m ²	21 m ²	Yes
Urban Residential Type 3 (R3) Zone			
Lot Area (min)	232 m ² per unit for the first four units, plus 46 m ² for each additional unit ((232 x 4) + (46 x 15) = 1,618m ² required)	3,211 sqm	Yes
Lot Frontage (min)	23 m	> 23 metres	Yes
Exterior Side Yard (min)	3 m	n/a	n/a
Interior Side Yard (min)	4.5 m	2.6 m	No
Rear Yard (min)	7.5 m	n/a	n/a
Landscaped Open Space (min)	35%	31%	No
General Provisions			
Parking Requirement	1.5 spaces per dwelling unit (19 x 1.5 = 29 spaces required)	29	Yes

Lot Coverage

Relief is required from the maximum lot coverage to permit the proposed development. The proposed variance would result in an increase in the maximum lot coverage from 43% to 52%. The intent of the maximum lot coverage provision is to ensure sufficient permeability on a lot to support efficient stormwater management. The maximum lot coverage also ensures that there is sufficient land outside of the buildable envelope to be allocated towards yard setbacks, for amenity space, buffering, etc. The proposed development will predominately comply with the setback provisions of the R3-60 zone and provides sufficient amenity space for residents. Further, stormwater management will be sufficiently managed and mitigated for the proposed development. The increased lot coverage will permit the development of a compact and contemporary built form without impacting the functionality of the site or adjacent residential uses.

Minimum Interior Side Yard

The required minimum interior side yard is proposed to be reduced from 4.5 metres to 2.6 metres. The minimum interior side yard provision is intended to ensure sufficient setback to adjacent uses, in regards to buffering and privacy, and adequate access to the side of the building for maintenance purposes. The minor decrease in interior side yard setbacks reflects the irregular shape of the existing lot. Sufficient buffering and privacy will be maintained for adjacent residential homes through fencing and landscaping. The proposed reduction in minimum interior side

yard depth will not impact the liveability of the proposed apartment nor will it impact adjacent residential uses. There is also a 5-metre servicing easement adjacent to the eastern lot line of the subject site, which will further buffer adjacent residential uses.

Minimum Landscaped Open Space

Relief is required from the minimum landscaped open space from 35% to 31%. The minor reduction to landscaped open space reflects the moderate increase in lot coverage for the proposed apartment building. The landscaped open space on the site is further impacted by the provision of onsite parking and pedestrian walkways to ensure safe and efficient access to the site. The intent of the landscaped open space provision is, predominantly, to ensure sufficient permeability on a lot to support efficient stormwater management and contribute to sufficient yard setbacks. The proposal is anticipated to sufficiently manage/mitigate stormwater flows as a result of the proposed development. The proposed development will predominately comply with the setback provisions of the R3-60 zone and provides sufficient outdoor amenity space for residents.

Based on this review, it is our professional opinion that the proposed variance maintains the general purpose and intent of the zoning by-law.

Test #3: Is the variance minor?

The assessment of whether a proposed variance is minor is not a mathematical calculation. Rather, the test is intended to assess the degree of any impact resulting from the proposed variance. The requested variance would be limited to the site, limiting the scope of any impacts. The proposed variances will not impact the functionality of the site, or impact the use and enjoyment of neighbouring properties. The variance will permit the development of a contemporary and compact residential built form in the urban area, in close proximity to the downtown core. The proposed development will utilize existing municipal water and sewer services, as well as optimizing existing and planned active transportation infrastructure and transit options.

Based on this review, it is our professional opinion that the proposed variance is minor in nature.

Test #4: Is the variance desirable for the appropriate development or use of the lands in question?

The requested variance is necessary to permit the development of a residential apartment building on the site. Relief is requested to increase the maximum lot coverage, decrease the minimum interior side yard, and decrease the minimum landscaped open space requirement. The proposal seeks to positively contribute to the range of housing types available in the community. The proposal represents intensification of a generally under-utilized residential parcel within the urban settlement area. The proposed development is not anticipated to impact the functionality of the site, nor is it anticipated to impact the use and enjoyment of adjacent properties. The site is appropriate for residential use and the proposal will permit a contemporary and compact built form. Further, the requested variances will support the intended apartment use on the site, as considered through the previous plan of subdivision and zoning by-law amendment processes.

Based on this review, it is our professional opinion that the variance is desirable for the appropriate development of the site in question.

Conclusion

The applicant is seeking approval from the County of Prince Edward for a minor variance to increase the maximum lot coverage of site and reduce the minimum interior side yard and landscaped open space requirements to permit the development of an apartment building. The proposed minor variance application will allow for the development of an apartment building, containing 19 residential units, representing a contemporary and compact built form that has been designed to integrate with the typography of the site and architecturally echo surrounding residential uses. The proposed development will meet all other zoning requirements. The proposed minor variance application

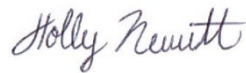
maintains the intent and purpose of the Official Plan and zoning by-law, is minor in nature, and is desirable for the appropriate development of the site.

It is our opinion that the proposed minor variance is appropriate for the property in question and represents good land use planning. Should you have any questions or comments, please do not hesitate to contact us at 613.542.5454 or at nanton@fotenn.com.

Respectfully submitted,



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