



**49 Folkard Lane, Prince Edward County**

Planning Justification Report  
Zoning By-law Amendment, Draft Plan of Subdivision  
February 27, 2026



Prepared for  
Cosmopolitan Homes  
290 Lawrence Avenue West  
Toronto, Ontario M5M 1B3

Prepared by  
Fotenn Planning + Design  
4 Cataraqi Street, Suite 315  
Kingston ON, K7L 1Z7

February 2026

© Fotenn

The information contained in this document produced by Fotenn is solely for the use of the Client identified above for the purpose for which it has been prepared and Fotenn undertakes no duty to or accepts any responsibility to any third party who may rely upon this document.

<b>1.0</b>	<b>Introduction</b>	<b>1</b>
1.1	Introduction	1
1.2	Development Applications	2
<b>2.0</b>	<b>Surrounding Area and Site Context</b>	<b>3</b>
<b>3.0</b>	<b>Development Proposal</b>	<b>5</b>
3.1	Plan of Subdivision	6
3.2	Townhouse Dwellings	7
3.3	Back-to-Back Townhouse Dwellings	7
3.4	Commercial	7
3.5	Access, Circulation + Parking	7
3.6	Servicing + Stormwater Management	7
3.7	Future Plan of Condominium	8
<b>4.0</b>	<b>Supporting Studies</b>	<b>9</b>
4.1	Geotechnical Investigation Report	9
4.2	Archaeological Assessment (Stage 1 + 2)	9
4.3	Environmental Impact Study	9
4.4	Stormwater Management Report	9
4.5	Servicing Brief	10
4.6	Traffic Impact Study	10
<b>5.0</b>	<b>Policy and Regulatory Framework</b>	<b>11</b>
5.1	Planning Act	11
5.2	Provincial Planning Statement, 2024	12
5.3	County of Prince Edward Updated Official Plan	15
5.4	Picton Urban Centre Secondary Plan	20
<b>6.0</b>	<b>Current and Proposed Zoning</b>	<b>34</b>
<b>7.0</b>	<b>Conclusion</b>	<b>40</b>
<b>8.0</b>	<b>Zoning By-law Amendment</b>	<b>41</b>

# 1.0 Introduction

## 1.1 Introduction

Fotenn Planning + Design has been retained by Cosmopolitan Homes to prepare this planning justification report in support of applications for Zoning By-law Amendment and Draft Plan of Subdivision for the site located at 49 Folkard Lane in Prince Edward County. The purpose of the applications is to develop a mixed-use residential community with 111 residential dwellings, including 87 townhouse dwellings and 24 back-to-back townhouse dwellings, along with a standalone commercial use. The development will increase the quantity and mix of housing options in the County.

Applications for Zoning By-law Amendment and Site Plan Control were previously submitted for the site in 2019. The applications were appealed to the now Ontario Land Tribunal (OLT) for non-decision. Subsequent to the appeal, the applicant worked extensively with the municipality to refine the proposed site plan, submitting multiple iterations to address comments received. The applicant also facilitated an informal consultation session with the public in August 2021 to present and obtain feedback on the latest plan. Fotenn was retained in 2021, following the appeal, to assist the applicant with finalizing an updated site plan, including achieving a design density supported by the Picton Urban Centre Secondary Plan. A decision was issued by the OLT in March 2023 which established site-specific zoning for the site.

Since that decision, the applicant has made changes to the site plan to respond to current residential market conditions and facilitate future establishment of a plan of condominium for the development. In general, the proposed changes result in a reduced number of residential dwellings, from 164 to 111 dwellings, and seek to facilitate the establishment of a future common element condominium.

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

- / Draft Plan of Subdivision;
- / Draft Plan of Condominium
- / Concept Plan;
- / Environmental Impact Study;
- / Traffic Impact Study and Appendix;
- / Servicing Brief;
- / Stormwater Management Report;
- / Grading and Drainage Drawings;
- / Geotechnical Report;
- / Geotechnical Study Reliance Letter;
- / Stage I & II Archaeological Assessment;
- / Ministry of Tourism, Culture and Sport Letter confirming entry of archaeological report into the Ontario Public Register;
- / Environmental Site Assessment;
- / Application fee(s);
- / Completed Application forms;
- / This Planning Justification Report.

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

## 1.2 Development Applications

The subject site is designated Urban Centre, as shown on Schedule A-2 Land Use Designations of the County of Prince Edward Official Plan, and Town Residential Area, as shown on Schedule A Picton Land Use Map of the Picton Urban Centre Secondary Plan. The property, located at 49 Folkard Lane, is split zoned following the decision issued by the OLT in 2023. The site is zoned two site-specific Urban Residential Type Three (R3-75-H and R3-76-H) Zones, a site-specific General Commercial (GC-18-H) Zone, and Open Space (OS) Zone.

The applicant is seeking to develop the subject site with 87 townhouse dwellings, 24 back-to-back townhouse dwellings, outdoor amenity space and stormwater pond, private condominium roads, visitor parking areas, and a standalone commercial building.

A Zoning By-law Amendment is required to permit the proposed residential built forms as well as to establish appropriate performance standards for the residential uses. An application for Draft Plan of Subdivision is being submitted concurrently with the application for Zoning By-law Amendment to create blocks and streets, which will become parcels of ties land to the future common element condominium blocks. The proposed development is intended to proceed to final plan of condominium concurrent with the final plan of subdivision, in accordance with Section 9(6) of the *Condominium Act*.

## 2.0 Surrounding Area and Site Context

The subject site is located along the east side of County Road 49 within the Picton settlement area. The site includes the entirety of a private road, Folkard Lane, which provides access to a number of private dwellings via individually held easements. The site has an area of approximately 3.18 hectares with approximately 218.1 metres of frontage on County Road 49. The lands are irregular in shape. Currently the subject lands are undeveloped and sparsely treed. Access via the private road is currently managed via easements, which are intended to be retained in the draft plan process.

The surrounding area is predominantly comprised of residential dwellings with tourist commercial uses located north and west of the subject lands, in the form of a golf course. To the east are single-detached residential dwellings backing onto the Bay of Quinte. Southwest of the site are institutional uses in the form of an assisted living facility and seniors' apartments. Fawcettville, a residential development containing primarily single-detached dwellings is located 530 metres southwest of the site. The downtown core of Picton is located approximately 1.5 kilometres southeast of the subject lands and offers additional commercial uses, restaurants, services, and tourism opportunities.

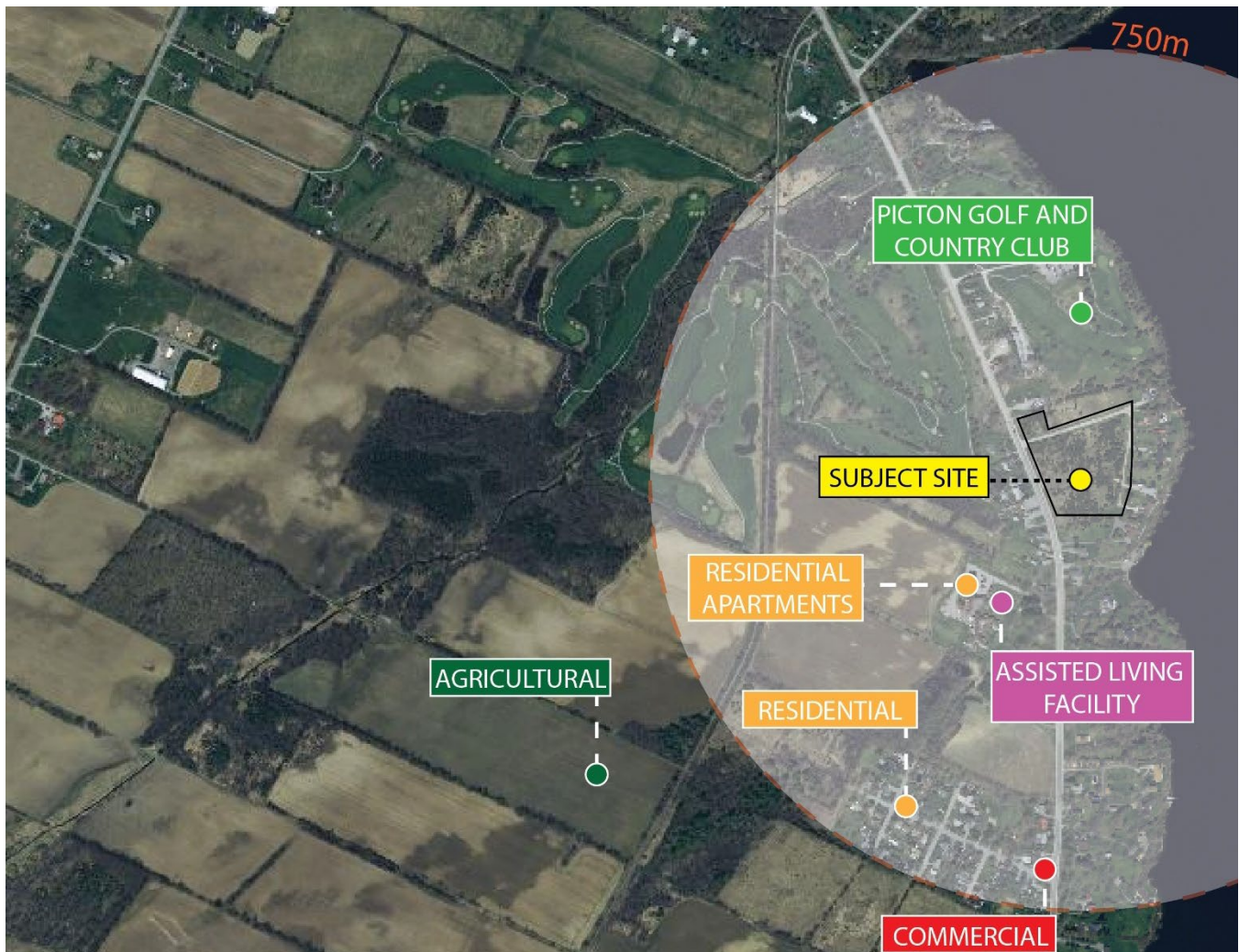


Figure 1: Surrounding Area Context – Aerial (Source: County of Prince Edward Maps) (\*property boundary shown is approximate)

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

**North:** Residential and Tourist Commercial

**East:** Residential and the Bay of Quinte

**South:** Residential

**West:** Residential, Tourist Commercial and Institutional (seniors living)

Vehicular access to the site is available via the existing private road, Folkard Lane, which connects to County Road 49. County Road 49 becomes Picton Main Street south of the site. Paved shoulders are provided along County Road 49 to allow walking and cycling.

Downtown Picton, located approximately 1.5 kilometres southwest 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 is not currently provided to the subject site.



Figure 2: Site Context – Aerial (Source: Ontario AgMaps) (\*property boundary shown is approximate)

## 3.0 Development Proposal

Applications for Zoning By-law Amendment and Site Plan Control were previously submitted for the site in 2019. The applications were appealed to the now Ontario Land Tribunal (OLT) for non-decision. Subsequent to the appeal, the applicant worked extensively with the municipality to refine the proposed site plan, submitting multiple iterations to address comments received. The applicant also facilitated an informal consultation session with the public in August 2021 to present and obtain feedback on the latest plan. Fotenn was retained in 2021, following the appeal, to assist the applicant with finalizing an updated site plan, including achieving a design density supported by the Picton Urban Centre Secondary Plan. A decision was issued by the OLT in March 2023 which established site-specific zoning for the site to allow up to 164 residential dwellings and a standalone commercial building. Since that decision, the applicant has made revisions to the site plan to respond to current residential market conditions and facilitate future establishment of a common element condominium for the development.

The applicant is seeking to develop the subject lands with a mixed-use development which will contribute to the housing market in Prince Edward County. The development is comprised of a total of 87 townhouse dwelling units, 24 back-to-back townhouse dwelling units, and one neighbourhood commercial block. The proposed development will include internal private streets, including the existing Folkard Lane and new laneways, visitor parking areas, and common outdoor amenity area with stormwater management functions.



Figure 3: Concept Plan (Source: Jonathan Weizle Architect)

### 3.1 Plan of Subdivision

The applicant is proposing to subdivide the 3.1-hectare site into 27 Blocks. The subdivision will contain residential uses, including townhouse dwellings and back-to-back townhouse dwellings, commercial uses, a stormwater management facility and private streets, including Folkard Lane.

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

- / Blocks 1-5, 9-17 Residential (Townhouses)
- / Blocks 6-8 Residential (Back-to-Back Townhouses)
- / Block 18 Commercial
- / Block 19 Private R.O.W (Folkard Lane)
- / Block 20 Private R.O.W
- / Block 21 Stormwater Management Pond
- / Block 22-23 Visitor Parking (private)
- / Block 24-27 Pedestrian Walkways

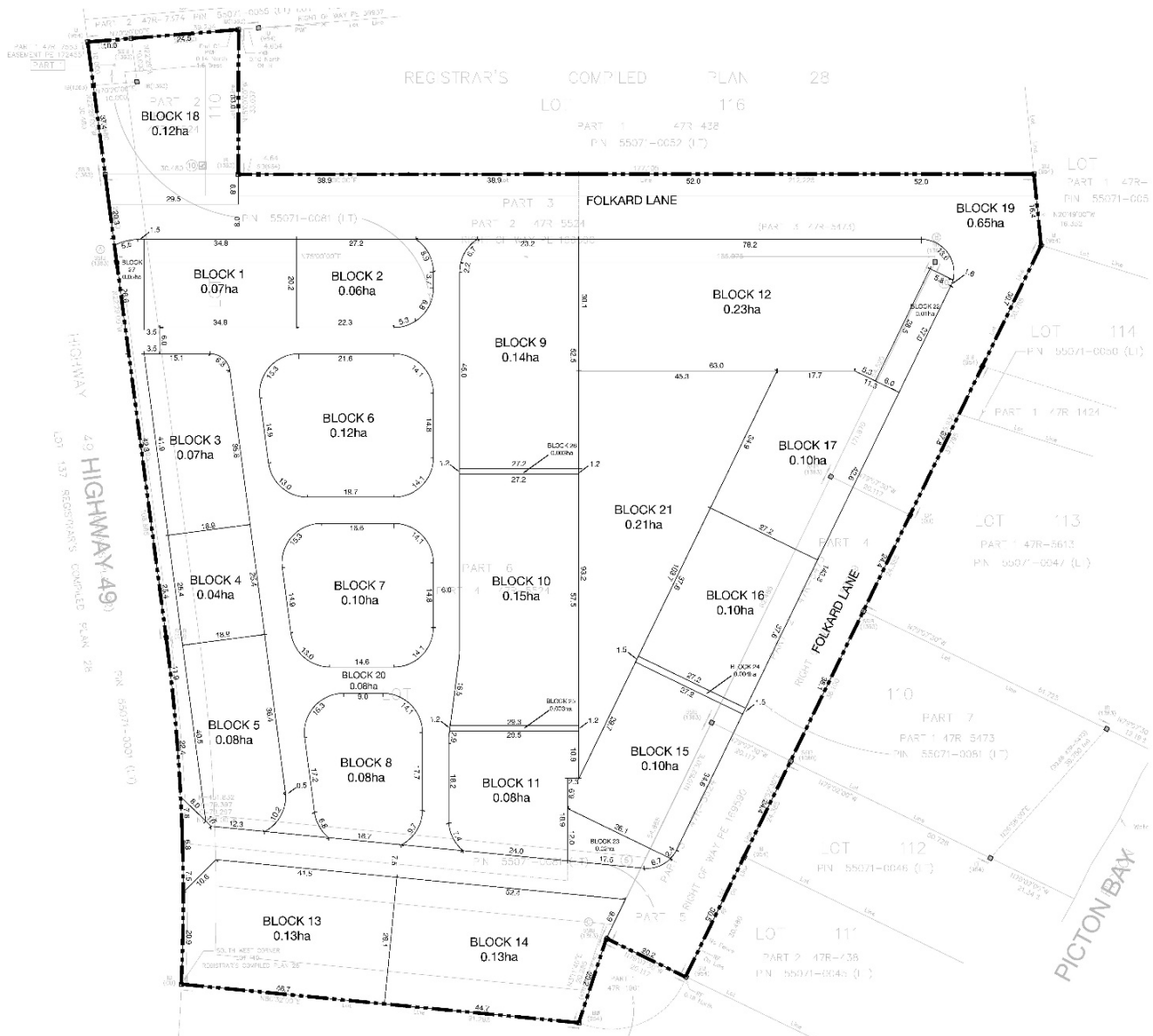


Figure 4: Draft Plan of Subdivision (Source: Fotenn Planning + Design)

### 3.2 Townhouse Dwellings

The proposed development will contain 87 townhouse dwellings located on Blocks 1-5 and 9-17. The townhouse dwellings will contribute to a sustainable residential density for the community and increase housing options in the area. The townhouse rows will have building heights of one-storey and three-storeys. Each unit will have frontage on a private right-of-way, providing for private driveways or access to a private at grade garage and individual servicing connections. Each unit will have a front and rear yard offering landscaped open space and amenity area. The one-storey bungalow models are intended to provide living space on one floor for those with mobility challenges and/or those looking to age in place within the County.

### 3.3 Back-to-Back Townhouse Dwellings

The proposed development will contain 24 back-to-back townhouse dwellings located on Blocks 6-8. A back-to-back townhouse means that dwelling units have a common rear wall and at least one common side wall. The back-to-back townhouse rows will range from six units to ten units. The back-to-back townhouse dwellings will be primarily concentrated in the center of the subdivision to transition density across the site. The back-to-back dwellings will introduce a relatively new built form to the Picton housing market. The back-to-back townhouse dwellings are proposed to be three storeys in height with frontage on a private right-of-way, providing for private driveways and individual servicing connections.

### 3.4 Commercial

A commercial block, Block 18, is proposed with frontage along Highway 49 and Folkard Lane. The introduction of neighbourhood commercial uses will increase local amenities for residents while not detracting from the existing commercial downtown core. Vehicular access to the commercial use will be provided from Folkard Lane. Pedestrian walkways will connect the Block with the residential development, promoting active transportation use.

### 3.5 Access, Circulation + Parking

The subject site has frontage on County Road 49, an existing public road, as well as Folkard Lane, an existing private road. County Road 49 links the site with downtown Picton, allowing for easy access to amenities and community facilities for residents. Vehicular access will be provided from Folkard Lane.

A new internal 6-metre-wide private road will provide access through the site, connecting the proposed residential dwellings. The private road will have three connection points to Folkard Lane, which is proposed to be extended with a new access in the southwest corner of the site from County Road 49. Folkard Lane and the new private lanes are proposed to be common element within the subdivision, formalized through a plan of condominium and maintained by a condominium corporation.

Dedicated commercial parking will be provided in the form of surface parking adjacent to the commercial building in the northwestern corner of the property. The townhouses and back-to-back townhouses are proposed to have private garages and/or driveways. Two (2) communal surface parking areas, with a total of 15 parking spaces, are also proposed to address visitor parking needs.

### 3.6 Servicing + Stormwater Management

The subject site is not currently serviced by municipal water and sanitary services, however budget has been approved to extend municipal servicing from Picton along County Road 49 and the work has been tendered, with completion estimated in December 2026. A Holding symbol is proposed for the development, subject to municipal servicing connections being established. A stormwater pond is proposed within the development to manage stormwater and provide passive open space.

### 3.7 Future Plan of Condominium

Through the future creation of a Common Elements Condominium, each block within the subdivision will become a Parcel of Tied Land (POTL). Each POTL will be tied legally to the common elements within the subdivision, including the condominium roads, visitor parking, and stormwater management and amenity area. The condominium framework will provide the owner of each POTL with access to the common elements, as well as sharing responsibility for the maintenance and upkeep of those common elements. The County will not be financially responsible for the maintenance or upkeep of the on-site infrastructure.

The use of a common element condominium road affords the ability to establish unique design standards and a reduced roadway width as compared to the municipal standard. A reduced road width will in turn lead to minimized hard surfaces, increase green space, a more efficient use of land and traffic calming. Future applications to lift part lot control will be required to further subdivide each of the Blocks along the common party walls of each townhouse dwelling or back-to-back townhouse dwelling, allowing each unit to be separately conveyed.

## 4.0 Supporting Studies

### 4.1 Geotechnical Investigation Report

A Geotechnical Investigation Report was prepared by Cambium Inc. in August 2017. The study scope of the report included providing geotechnical design parameters as input into the design and construction of residential units, site servicing, and road construction. The proposed development has since been designed based on this input. The study found that it is expected that all residential building structures will be founded on limestone bedrock above the existing groundwater table based on the shallow nature of the bedrock at this site and the instability of the overburden material. The study also noted that grading and drainage are important for good pavement performance and life expectancy. The construction of any underground services should be located below this depth or be appropriately insulated. The report provides recommendations for the construction phase for the proposed structures in the study area.

### 4.2 Archaeological Assessment (Stage 1 + 2)

An Archaeological Assessment was prepared by Abacus Archaeological Services in May 2018. Background research showed that the property had high potential for the presence of archaeological material due to its location upon a historic transport route and proximity to the shore of the Bay of Quinte waterway. Based upon the potential for archaeological resources within the subject property a Stage 2 study was recommended and performed. A standard five metre survey grid was established within the subject property. The test pits were 30cm in diameter and dug by hand at least 5cm into subsoil or to bedrock. The pits were examined for evidence of fill, stratigraphy and cultural features. The area assessed by test pit survey represents 100% of the total study area. The test pit survey did not result in the identification of archaeological resources, features or finds of archaeological significance. As such, no further work is required within the study area.

A letter from the Ministry of Culture, Tourism and Sport was received dated November 20, 2018 advising the Archaeological Assessment was entered into the Ontario Public Register of Archaeological Reports.

### 4.3 Environmental Impact Study

An Environmental Impact Study was prepared by Ainley Group in August 2025. The report was prepared to document the environmental features on the subject property and to provide an overview of potential impacts from the undertaking on the study area environment in consideration of Provincial and municipal planning policies. The results of the field investigation have been used for the identification of constraints and required setbacks from natural and regulated features, as well as to determine the potential impacts to natural features and provide recommended mitigation measures to limit these impacts. Based on the review of the background information, and the field visits completed in 2024 and 2025, no Provincially Significant Wetland, coastal wetland, significant woodland, significant valleyland, or ANSI, have been identified on the subject lands; no wetland or surface water features were identified on the subject property; and no Species at Risk (SAR) were observed within the study area. The study provides a number of mitigation measures to be implemented during the construction of the proposed development. Provided these recommendations are followed, Ainley Group is of the opinion that the proposed development will have no negative impact to the natural heritage features or their ecological functions.

### 4.4 Stormwater Management Report

A Stormwater Management Report was prepared by Greer Galloway, dated January 2026. The report is intended to examine the effects of the proposed development on stormwater quantity and quality and describes the proposed measures to mitigate the impact of the development through various control systems and best management practices. The report notes three key design criteria for the stormwater management design: 1) Level 1 protection for stormwater runoff quality is required as the development is located within the Town of Picton's Intake Protection Zones 1 and 2 for the protection of the municipal drinking water supply; 2) no on-site

storage is required as the pre-development outlet for stormwater runoff is Picton Bay and there is no risk of flooding the downstream receptor so safe conveyance to the Bay is required; 3) Sediment transference and erosion is to be mitigated during and after construction of the proposed development. Pre-development, the entirety of the property drains via sheet flow to the southeast, towards the Bay. Post-development surface water runoff will be conveyed through a combination of sheet flow, swale, and subsurface infrastructure. The new outlet will be a combination of a pipe outlet and an overflow swale that will receive all stormwater from the site and convey runoff to the Picton Bay. While the entirety of the site will ultimately outlet to the same location, the proposed grading plan will effectively divide the site into 31 subcatchment areas. There is an overall increase in runoff between pre-and post-development conditions due to an increase in impervious surfaces. However, as the outlet for the site is Picton Bay, quantity control is not required for this development. Quality treatment will be provided to achieve Enhanced Treatment Level.

#### 4.5 Servicing Brief

A Servicing Brief was prepared by Greer Galloway in August 2025. The Brief speaks to the anticipated drinking water and sanitary servicing demands and the ability for the adjacent urban infrastructure to accommodate those demands in support of the proposed development. It is the understanding of Greer Galloway that the County intends to extend the existing sanitary system to just north of the subject property as part of an upcoming infrastructure project. This expansion to the existing collection network will be required and will result in additional treatment loads at the wastewater treatment plant. In the existing system, flows are collected and conveyed via a combination of gravity networks and pumping stations and ultimately directed to the Picton Wastewater Treatment Plant west of Church / Pitt Street. Based on our preliminary review of the existing system, it is anticipated that the new sanitary sewer could be constructed in a manner that would permit the required Folkard Lane sanitary system to be conveyed via a gravity system.

The Picton Master Servicing Plan suggests the water treatment plant's actual capacity is significantly less than the rated capacity and will not provide sufficient capacity for many of the planned developments. Until this master plan is completed, the ability to service the subject lands and other developments will remain unclear. It should be noted that the proposed development has been included in planning documents published by the County in consideration of available servicing capacity. There is an existing 300 mm watermain that fronts the proposed development. This watermain is anticipated to be replaced as part of an upcoming infrastructure project.

#### 4.6 Traffic Impact Study

A Traffic Impact Study was prepared by Greer Gallopway, dated September 31, 2025. The report addresses approval process requirements for the Municipality by considering traffic impacts under anticipated future conditions and comments on what, if any, impact the development may have on the adjacent municipal road network, as well as providing recommendations intended to support the continued provision of reasonable operational levels of service and safety. The study utilized traffic counts that were collected by the County specifically for this development during a time of year that will reflect the high traffic summer conditions and remove the need to manipulate older counts or counts that were taken during lower traffic seasons.

The study found that, in 2030, when the entire development is complete, including all residential units and the commercial block is fully occupied with a high turnover commercial occupancy, the operational performance of both development intersections from a volume / capacity / delay perspective will operate at a level of service (LOS) of "C" or better. In 2040, when future background traffic increases are included over a 10-year horizon (but no change to development traffic) occurs, the level of service becomes "D". The report also outlines a combination of factors that make it reasonable to accept a theoretical LOS of D for the future peak condition at the northern Folkard Lane approach, including residential traffic adjusting their travel patterns to use the south intersection during high traffic conditions, the commercial occupancy resulting in lower turning volumes than the ITE manual estimates, and that directional distribution may be slightly different than projected. The report notes that no auxiliary lanes are recommended based on the modeling. The report concludes that left turn warrants are satisfied and recommends them for southbound approaches to both intersections. Similarly, right turn tapers are recommended for both intersections. Further, the study confirms that the proposed entrances will satisfy the NFPA residential access requirements and that no line of sight concerns are anticipated.

## 5.0 Policy and Regulatory Framework

### 5.1 Planning Act

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

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

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

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

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

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

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

The proposal conforms to the County's Official Plan and Picton Secondary Plan as the lands are designated for local commercial and residential uses in the Urban Boundary, as discussed herein.

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

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

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

The mix of housing types proposed will support a range of starting prices, contributing to greater housing attainability in the County.

*(e) the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;*

The development has frontage on County Road 49, an existing public road, and Folkard Lane, an existing private road. Vehicular access to and through the site reflects safe and adequate flows.

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

The proposed blocks have been designed in a manner that will appropriately accommodate commercial uses, residential dwellings, and shared features, such as parking, open space and stormwater management facilities.

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

A zoning by-law amendment is being submitted concurrently with the draft plan of subdivision, which will establish appropriate restrictions on residential development on the lands. The lands will also be subject to a subdivision agreement which will impose further restrictions and obligations on the developer and future owners. A future plan of condominium will regulate communal ownership and maintenance responsibilities for the proposed common element condominium features within the development.

*(h) conservation of natural resources and flood control;*

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

*(i) the adequacy of utilities and municipal services;*

A Holding symbol is proposed for the development, subject to municipal servicing connections being established.

*(j) the adequacy of school sites;*

The proposed residential development will utilize existing elementary and secondary schools in the County. The local school boards, as an external commenting agency, will be provided an opportunity to comment on the proposal.

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

The proposal will not result in the conveyance or dedication of land for public purposes. Cash-in-lieu of parkland is proposed.

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

The proposed development includes a compact residential built form and local commercial uses, promoting active transportation use. Opportunities to maximize energy efficiency and conservation and to maximize vegetation will be considered in the detailed design of the subdivision.

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

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

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

## 5.2 Provincial Planning Statement, 2024

The province of Ontario issued an updated Provincial Planning Statement (PPS 2024) that went into effect on October 20, 2024. The new PPS consolidates the previous PPS 2020 and A Place to Grow Act: Growth Plan for Greater Golden Horseshoe (2019) as well as introduces and amends a number of significant policies. The PPS provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario's policy-led planning system, this document sets the policy foundation for the development and use of land.

Chapter 1 of the PPS identifies a vision for the future growth of the province, setting a goal of building at least 1.5 million homes by 2031. The vision for the 2024 PPS includes increasing the supply and mix of housing options in the province and building homes that respond to market needs and local demand to support a growing population and workforce. The PPS provides a policy framework that promotes growth and development within rural and urban settlement areas, the protection of natural and cultural heritage resources, and the mitigation of potential risks to public health or safety. The proposal will support growth and residential intensification in the urban area.

Chapter 2 of the PPS provides policy guidance for development within settlement areas, strategic growth areas, rural areas, rural lands and employment areas, as well as policies that consider energy conservation, air quality and climate change.

Section 2.1 provides policies related to planning for people and homes:

4. *To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:*

*a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development; and*

The proposal will accommodate residential growth on lands that are designated, zoned and available for residential development. The proposed development will provide a mix of residential typologies and built forms, including townhouse and back-to-back townhouse dwellings. The proposed development will increase the mix of residential and commercial uses available in the neighbourhood, which will contribute positively towards the long-term needs of residents and the County.

*b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.*

A Holding symbol is proposed for the development, subject to municipal servicing connections being established.

6. *Planning authorities should support the achievement of complete communities by:*

*a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;*

The proposed development will contribute to a complete community. A mix of housing options is proposed, including townhouse and back-to-back townhouse dwellings. The mix of residential dwelling types will support a diversity of housing needs and support a mix of income levels. The proposal will also introduce local commercial uses, increasing local amenities for residents while not detracting from the existing commercial downtown core and encouraging the use of active transportation for basic daily needs.

*b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and*

A range of housing options are proposed to support the diverse needs of future residents. The proposed residential dwellings will be designed in compliance with the Ontario Building Code and the Accessibility for Ontarians with Disabilities Act (AODA). The proposal also includes one-storey townhomes that concentrate living areas on one level, allowing for a safe and convenient option for aging-in-place.

*c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.*

The proposed development represents a compact and contemporary built form, which will support more attainable housing options and meet the needs of existing and future residents with diverse needs throughout all phases of their lives.

Section 2.2 provides policies specific to ensuring an appropriate range and mix of housing is provided to meet needs.

1. *Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:*

*a) establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;*

The proposed development incorporates a range of residential uses, including contemporary, compact built forms that provide a more attainable point of entry to ownership housing.

*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 additional needs housing and needs arising from demographic changes and employment opportunities;*

The proposed development will incorporate a range and mix of housing options and densities to support the needs of a wide range of demographics.

*c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and*

The proposed development achieves a residential density which will efficiently use land, resources, municipal infrastructure and public service facilities. Local commercial uses are proposed to provide daily basic needs within walking distance of residential uses. Active transportation infrastructure will be integrated throughout the subdivision, providing pedestrian connections throughout the community.

*d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.*

The proposed development represents residential intensification, providing a greater density of potential ridership to support future transit infrastructure.

Section 2.3 provides general policies related to settlement areas.

*1. Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.*

The subject site is within the urban settlement area, where growth is to be focused.

*2. Land use patterns within settlement areas should be based on densities and a mix of land uses which:*

- a. Efficiently use land and resources;*
- b. Optimize existing and planned infrastructure and public service facilities;*
- c. Support active transportation;*
- d. Are transit-supportive, as appropriate; and,*
- e. Are freight-supportive.*

The proposed development represents residential uses in contemporary built forms that efficiently utilize land and optimize existing and planned municipal infrastructure. The proposed development has been thoughtfully designed to support active transportation through pedestrian walkways that prioritize pedestrian safety and enhance walkability across the neighbourhood. The proposed development will support future transit infrastructure.

*3. Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.*

The proposed development represents a mix of housing options and local commercial uses that contribute to the achievement of a complete community.

*4. Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.*

*5. Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.*

The proposed development will result in the construction of 111 residential dwellings on the site. The proposal will positively contribute to the minimum density targets established by the County Official Plan, as discussed herein.

*6. Planning authorities should establish and implement phasing policies, where appropriate, to ensure that development within designated growth areas is orderly and aligns with the timely provision of the infrastructure and public service facilities.*

The proposed development represents residential intensification within the urban boundary. The subdivision will be phased to ensure that development within the settlement area is orderly and aligns with the provision of public infrastructure.

Chapter 3 of the PPS addresses Infrastructure and Public Service Facilities, emphasizing the need for efficient provision while accommodating projected demands. It includes policies that guide the development of Transportation Systems and Infrastructure Corridors, as well as considerations for sewage, water, and stormwater management. The proposed development is anticipated to be sufficiently serviced by existing and planned municipal infrastructure. Per the Traffic Impact Study, the proposed development can be effectively integrated into the surrounding road network without significant issues, while maintaining satisfactory traffic conditions. Further, the Stormwater Management Report confirms that quality control will be achieved for the proposed development and provides construction erosion control recommendations. It is understood the County is in the process of tendering the work required to extend sanitary infrastructure to the subject site. A Holding symbol is proposed subject to extension of municipal sanitary infrastructure and confirmation of municipal servicing capacity.

Chapter 4 of the PPS focuses on the wise use and management of resources, including natural heritage, water, agriculture, minerals and petroleum, as well as cultural heritage and archaeology. There are no cultural heritage features in proximity to the site, therefore no negative impacts on such resources will occur as a result of the development. Archaeological significance has been cleared for the property. An Environmental Impact Study was prepared to evaluate the proposed development and concluded that the proposal will have no negative impact on the natural heritage features or their ecological functions, subject to implementation of recommended mitigation measures.

Chapter 5 of the PPS addresses the protection of public health and safety. The policies within this section aim to direct development away from natural and human-made hazard lands, such as floodplains, areas prone to erosion, former mining or aggregate extraction sites, and other contaminated areas. Due to the historic use of the subject lands, there are no anticipated concerns regarding human-made hazards. No natural hazards were identified on the site.

**It is our opinion that the proposed development is consistent with the Provincial Planning Statement 2024.**

### 5.3 County of Prince Edward Updated Official Plan

The County of Prince Edward Official Plan was adopted by Council on February 24<sup>th</sup>, 2021 and approved by the Ministry of Municipal Affairs and Housing on July 7<sup>th</sup>, 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 are reviewed:

- / 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 townhouse and back-to-back townhouse dwelling units. The proposed development represents an efficient use of land within the urban boundary, introducing a mix of land uses and mixed-density residential built forms which can be accommodated by existing and planned municipal infrastructure.

## Section 2.4. Growth Management

### 2.4.1 Approach

*b) It is anticipated that growth opportunities in the County over the next 25 years will include:*

*i. All types of urban development focused within the Urban Centres and Villages;*

The proposed development will result in 111 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. The proposed neighbourhood commercial use 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 density across the site and respect surrounding low density residential uses. The proposed three-storey back-to-back townhouse units have been situated centrally on the site as the densest built form proposed. Existing dwellings to the north and east will be separated from the proposed development by Folkard Lane and a 6.5 metre landscape strip. The south most townhouse block directly abuts an existing single detached dwelling lot; however, the dwelling on this property is setback approximately 100 metres from County Road 49, resulting in the townhouse block backing on to this property's driveway and not the dwelling or its rear yard amenity space.

The proposed development represents an efficient use of land within the urban boundary, introducing a mix of land uses and mixed-density residential built forms which are anticipated to be accommodated by existing and planned municipal infrastructure. The site is located with frontage on County Road 49, one of the main transportation corridors in the area. Fewer and shorter vehicle trips will be required to access basic amenities with the inclusion of a neighbourhood commercial use.

The design of the proposed development is also sensitive to environmental considerations. Portions of the site will be maintained as green space, including a stormwater management pond. New landscaping and planting of

native species of vegetation will be introduced across the site, greatly increasing the quantity and quality of on-site vegetation.

### **Section 3.0 – Shaping the County – General Development Policies**

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

#### Section 3.3 Livable Community

##### 3.3.3 Housing Policies

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

The proposed development represents a compact built form, with a site-wide density of 60.2 dwelling units per net hectare. The development represents intensification of an under-utilized site within the urban boundary. The proposed development contains a variety of residential unit types, including townhouse and back-to-back townhouse 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 commercial uses that will contribute positively towards the long-term needs of residents and the municipality.

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

The proposed development will comply with the standards of the Accessibility for Ontarians with Disabilities Act (AODA). This will help to ensure that accessibility is maintained for persons with disabilities and older persons. For example, the proposed one-storey townhouses will have living and bedroom space on the ground floor, providing greater accessibility options within the home.

*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 townhouse types and sizes. Providing a greater range of housing choice will assist in meeting the needs of different demographic and income groups. Furthermore, the introduction of 111 new units on the subject lands will help increase the County's housing stock, which in turn will assist with the broader housing shortage which is contributing to housing affordability issues.

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

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

The proposed development represents a compact built form, with a site-wide density of 60.2 dwelling units per net hectare. The development represents intensification of an under-utilized site within the urban boundary. The development will contain a variety of housing typologies, including townhouse and back-to-back townhouse dwelling units. The proposed development introduces a mix of land uses and mixed-density residential built forms which can be accommodated by existing and planned municipal infrastructure. The County has approved an infrastructure program to extend servicing to the subject site to facilitate increased residential development within the Picton Urban Centre.

## 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 land uses and mixed-density residential built forms which are anticipated to be accommodated by existing and planned municipal infrastructure.

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

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

The proposed development will utilize municipal services and infrastructure. As per the Master Servicing Plan for Water, Sanitary, Stormwater Systems and Internal Roads in East Picton, municipal services have been approved for extension to the site. A Holding Symbol is proposed as part of the zoning by-law amendment, subject to the extension and availability of full municipal services.

### 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.*

A Stormwater Management Report was prepared in support of the proposed development, which concludes that post-development flows will be greater than pre-development flows due to changes in surface cover, however pre-development flows offsite do not need to be maintained as there is no risk of flooding the outlet, therefore there is no quantity control required on site. Further, quality control will be achieved through grassed conveyance swales and an oil grit separator.

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 municipal services and infrastructure. As per the Master Servicing Plan for Water, Sanitary, Stormwater Systems and Internal Roads in East Picton, municipal services have been approved for extension to the site. A Holding Symbol is proposed within the zoning by-law amendment, subject to the extension and availability of full municipal services.

#### 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.

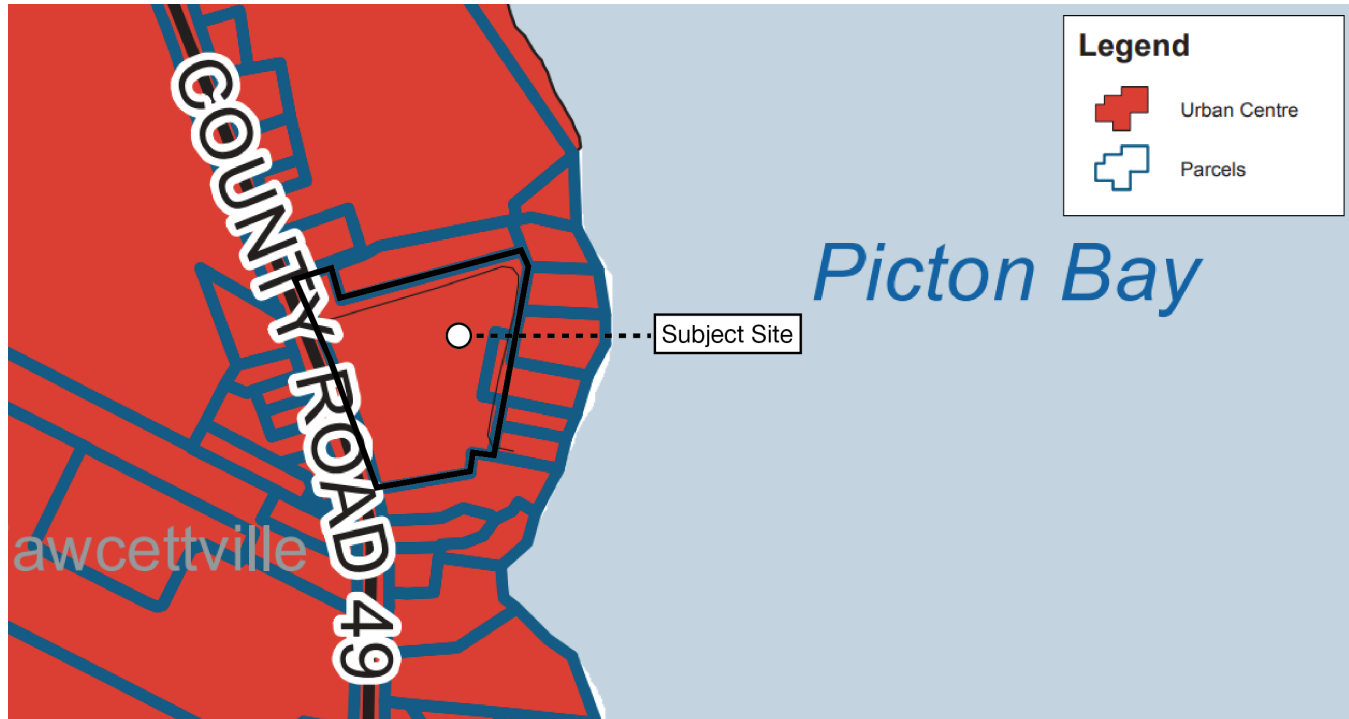


Figure 5: Schedule A-2 – Land Use (Source: County of Prince Edward Official Plan)

#### Section 4.1 Settlement Areas

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

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

The proposed development represents appropriate infill of under-utilized lands within the urban settlement area. Infill of under-utilized lands within the urban settlement area mitigates the need to expand the settlement area unnecessarily, making use of existing and planned municipal infrastructure. Infill and intensification of residential

uses in proximity to Picton's downtown core efficiently utilizes planned servicing infrastructure and minimizes land consumption. The proposed development will utilize municipal services and infrastructure. As per the Master Servicing Plan for Water, Sanitary, Stormwater Systems and Internal Roads in East Picton, municipal services have been approved for extension to the site. A Holding Symbol is proposed within the zoning by-law amendment, subject to the extension and availability of full municipal services.

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

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

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

The proposed development supports complete communities by offering a mix of housing options and a mix of land uses with neighbourhood commercial serving the immediate needs of local residents. The mixed-use development will contribute to the optimization of planned municipal servicing extension and efficiently use existing municipal infrastructure. Given that the subject site is located along County Road 49 and within the urban boundary, this location is appropriate for residential intensification. As per the Master Servicing Plan for Water, Sanitary, Stormwater Systems and Internal Roads in East Picton, municipal services have been approved for extension to the site.

#### 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 intent of the Official Plan, as discussed herein. An application for Plan of Subdivision is being submitted concurrently.

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

## 5.4 Picton Urban Centre Secondary Plan

The Picton-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 that are outlined above. The proposed development has been designed and planned to incorporate the principles of sustainable development throughout the site, through the use of narrow private lanes to increase open space and permeability, as well as the use of a dense built form. The proposed development seeks to complement the surrounding residential uses while also incorporating new built forms. The proposed development will utilize planned municipal water and sewer services.

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 mixed land uses. Greater residential density adjacent to small-scale commercial uses will encourage healthy lifestyles and promote active transportation opportunities for residents and the public.

The proposed development will incorporate private condominium lanes with reduced widths. Reduced road widths have been shown to have the effect of passively reducing driving speeds, thereby improving safety for pedestrians and cyclists. A smaller road profile will also minimize hard surfaces and optimize green space, which will contribute positively to the health of the surrounding environment by allowing improved conditions for stormwater to infiltrate into the soil. 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 and densities. As such, the development will accommodate a mix of people with varying needs, budgets, and lifestyles. By contributing 111 new residential homes within the urban centre, 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 on Schedule A – Picton Land Use Map of the Picton Urban Centre Secondary Plan.



Figure 6: Schedule A – Secondary Plan Land Use Map (Source: Picton Hallowell 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 111 residential dwellings on the subject site. 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 currently characterized with predominantly detached dwellings, therefore the proposed development will increase the variety housing stock of the neighbourhood and offer greater housing options for current and future residents of Picton.

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 and neighbourhood commercial uses serving the immediate needs of local residents. The development will contribute to the optimization of planned municipal servicing expansion and efficiently use existing municipal infrastructure.

3. *Support the intensification of existing neighbourhoods by encouraging compatible infill development and the extension of there 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, including townhouse and back-to-back townhouse 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 compact built form, with a density of 60.2 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 diverse needs and abilities.

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

The proposed development includes a neighbourhood-scale commercial use, anticipated to be occupied by convenience retail, with frontage on County Road 49. This commercial opportunity will increase local amenities for residents, and encourage active transportation use, while not detracting from the existing commercial downtown core.

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 private 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. Pedestrian walkways have also been included to provide dedicated access to key features of the site, including the open space area and the commercial block along Highway 49. The proposed development will promote active transportation throughout the site and to surrounding uses. Although there is currently no public transit service in the area, the proposed development will increase potential ridership numbers in proximity to downtown Picton, supporting the potential for efficient transit services offered by Prince Edward County.

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

The proposed development represents a contemporary built form with diverse well-designed homes and commercial uses 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 considered through the final plan of subdivision and detailed design processes.

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 will promote active transportation throughout the site and to surrounding uses. The proposed development includes a mix of densities, and land uses. As such, the development will accommodate a mix of people with varying needs, budgets, and lifestyles. By contributing 111 new residential homes 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 introduce a residential density of 60.2 dwelling units per net hectare to the subject site. The proposal seeks to permit increased density beyond that allowed in exchange for community benefits. It should be noted, the current site specific zoning for the property allows up to 164 residential units. The current development proposal represents a reduction in the total number of units proposed for the subject lands.

*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 County Road 49 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 proposed development will utilize municipal services and infrastructure. As per the Master Servicing Plan for Water, Sanitary, Stormwater Systems and Internal Roads in East Picton, municipal services have been approved for extension to the site. The site is located along County Road 49 and accessed by an existing private road, Folkard Lane. The proposal includes an extension of Folkard Lane as well as the addition of new internal communal lanes 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 buildings up to three storeys in height. The subject site is located on the periphery of an existing residential neighbourhood and is bound by County Road 49. As such, this is an appropriate location for mid-rise development. The proposed three-storey dwellings comply with the 15-meter building height provision within the proposed R3 zoning.

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

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

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

The subject site is not located within these policy areas.

### **Section 3.1 Transportation and Circulation**

Section 3.1 of the Secondary Plan provides policy direction to guide the development of the transportation system in the Picton-Hallowell planning area. The transportation system has a direct influence on land use, quality of life, and community health. The Picton-Hallowell transportation system is comprised of a network of roads, trails, and waterways which facilitate the movement of goods and people throughout the County. The development proposes the extension of an existing private road, Folkard Lane, to create a crescent with a second access point from County Road 49. This will improve traffic flows through the site and improve conditions at the existing Folkard Lane and County Road 49 intersection. The flow of traffic will be further improved by the introduction of private internal lanes, creating greater connectivity within the development and diffusing traffic on Folkard Lane.

Pedestrian safety and access across the site will be improved with the introduction of pedestrian walkways and traffic calming design features on the private lane, such as a reduced lane width, short drivable spans, and a number of entrances serving private driveways and communal visitor parking areas. Active transportation across the site will be further encouraged by the proposed local commercial use, which is anticipated to be occupied by convenience retail, offering daily essentials for the immediate neighbourhood. Although there is currently no public transit service in the area, the proposed development will increase potential ridership numbers in proximity to the Picton downtown, supporting the potential for efficient transit services offered by Prince Edward County. A Traffic Impact Study has been prepared in support of the proposed development, which provides recommendations for potential infrastructure modifications to surrounding 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 along County Road 49 and within the urban boundary, this location is appropriate for residential intensification. The proposed development reflects residential intensification in a compact built form that complements with surrounding pattern of development.

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 assume that the prospect for the extension of municipal water supply or sanitary sewage collection system appears to be remote. This does not accurately reflect the conditions relating to the subject site as, per the Master Servicing Plan for Water, Sanitary, Stormwater Systems and Internal Roads in East Picton, municipal services have been approved for extension to the site. A Holding Symbol is proposed within the zoning by-law amendment, subject to the extension and availability of full municipal services. As such, the subject site would be considered within Service Area 1, full municipal water and sewer services, at the time of development.

### **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 uses, dwelling types and densities within the existing neighbourhood. Given that the subject site is located along County Road 49 and within the urban boundary, this location is appropriate for residential intensification. In order to mitigate impacts on surrounding lower density residential development, the back-to-back townhouses, being the densest built form proposed, have been located centrally on the site. Building heights transition down from three-storeys to one-storey townhouses moving from west to east to provide a gradient in height and density towards existing dwellings on Folkard Lane.

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

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

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

The proposed development will incorporate buildings up to three storeys in height. The subject site is located on the periphery of an existing residential neighbourhood and is bound by County Road 49 but is not located within these areas. As such, this is an appropriate location for mid-rise development. The proposed three-storey dwellings comply with the 15-metre building height provision within the proposed R3 zoning.

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. Given the size, shape, and existing conditions on the site, private roads are proposed. The proposed private roads within the development will be shared routes for pedestrians, cyclists and vehicles, with traffic calming measures incorporated within the design to increase pedestrian safety. Pedestrian walkways to County Road 49 will provide residents connections to the broader neighbourhood and allow neighbouring residents and visitors to access the proposed commercial use via active transportation. No community uses are proposed within the development. One private open space is proposed.

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 subdivision has been designed to minimize the appearance of street facing garages wherever possible. The proposed dwellings have been designed with garages fronting internal streets. The proposed development reflects a contemporary built form and urban design that inherently reduces the appearance of garages.

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

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

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 111 residential homes 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 townhouse dwellings and back-to-back townhouse dwellings, providing a range of housing for the current and future needs of residents. As a result, 111 new residential homes will become available on the market having a range of price points to appeal to households with different needs and budgets.

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

As a development featuring smaller units and located in proximity to downtown Picton, 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. Further, back-to-back townhouses offer increased opportunities to reduce the burden of home ownership as there is less yard maintenance required. 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 development 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 extension 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 three-storey 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 111 proposed new residential homes 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 attainable 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 111 residential homes in a mix of housing types and densities to the existing housing stock in the Picton-Hallowell area. The diverse housing types will offer a range of starting prices. This will allow for efficient and appropriate residential growth with the urban area.

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

The proposed development includes a range of housing types, sizes, tenures, and affordability. Housing types include back-to-back townhouse and townhouse dwellings. 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 attainable housing options.

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

The proposed development will feature a diverse range of 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 private open space for the passive enjoyment and leisure of residents. A stormwater management pond is proposed within the open space, 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 site is located close to Picton Bay, however the site does not contain any shoreline and does not contain any natural heritage features.

#### **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. There are no natural or human-made hazards identified on the site.

### **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 that 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 proposed development seeks to permit a residential density of 60.2 dwelling units per net hectare for the subject site. It is proposed to include in the site-specific zoning by-law amendment provisions to permit increased density beyond that allowed in exchange for community benefits. Bonusing for increased density is to be negotiated within the approval process. It should be noted that existing site specific residential zoning applicable to the subject lands permits up to 164 residential dwelling units. The proposed development represents a reduction to the total number of residential units on the subject lands.

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.*

Proposed community benefits, which may include a combination of tangible and monetary contributions, will be commensurate with the increased density proposed.

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 increase to the 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, as applicable.

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.**

## 6.0 Current and Proposed Zoning

The site is zoned two site-specific Urban Residential Type Three (R3-59-H and R3-60-H) Zone, a site-specific General Commercial (GC-18-H) Zone, and Open Space (OS) Zone on Schedule A1 in the County of Prince Edward Comprehensive Zoning By-law No. 140-2025.

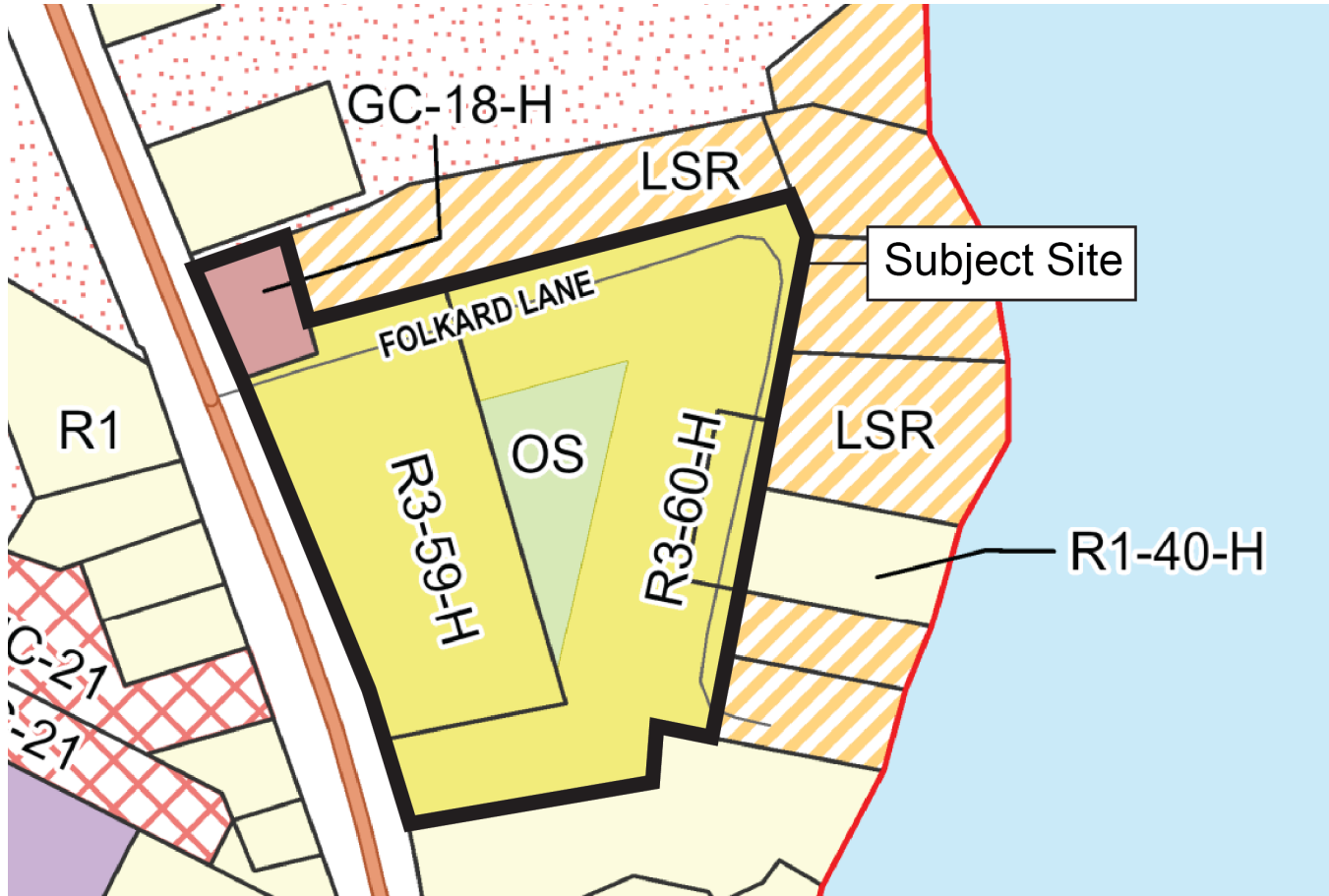


Figure 7: Current Zoning (Source: Fotenn Planning + Design)

A Zoning By-law Amendment is required to introduce back-to-back townhouses as a permitted residential built form and to establish performance standards to reflect the intended common element condominium ownership structure. It is proposed to rezone the lands to include a new site-specific Urban Residential Type 2 (R2-XX) Zone and a new site-specific Urban Residential Type 3 (R3-XX) Zone.

No change to the existing site-specific General Commercial (GC-18-H) Zone and Open Space (OS-H) Zone are proposed. The existing Holding Symbol is proposed to be replaced with a new Holding Symbol subject to the extension of municipal servicing connections and completion of an updated servicing report which demonstrates available servicing capacity.

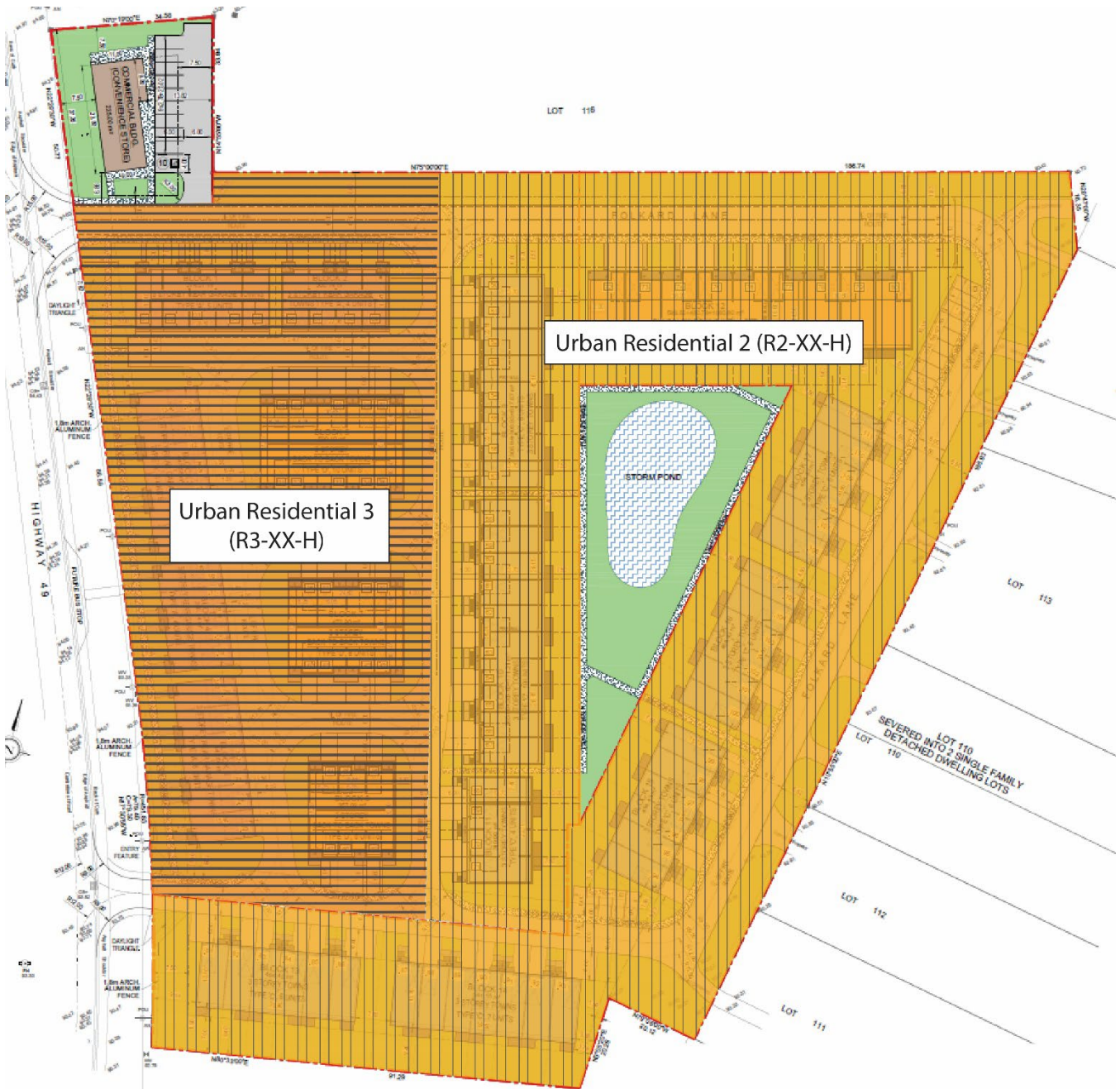


Figure 8: Proposed Zoning (Source: Fotenn Planning + Design)

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

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

Provision	Required	Proposed	Compliance
<b>Urban Residential Type 3 Zone – Section 7.0</b>			
Permitted Use	Apartment Dwelling Back-to-back Townhouse Dwelling Group home Retirement home Stacked Townhouse Dwelling	Townhouse Dwelling  Back-to-back Townhouse Dwelling	No

	Triplex Dwelling		
Minimum Lot Area	Townhouse Dwelling: N/A	115 m <sup>2</sup> per townhouse unit	No
	Back-to-back Townhouse: 1,000m <sup>2</sup>	99m <sup>2</sup> per back-to-back townhouse unit	No
Minimum Lot Frontage	Townhouse: N/A	5.6m per dwelling unit	No
	Back-to-back Townhouse: 6m per dwelling unit	5.6m per dwelling unit	No
Minimum Front Yard	Townhouse: N/A	6m	No
	Back-to-back Townhouse: 5.5m where an attached garage is provided	6m	Yes
Minimum Exterior Side Yard	Townhouse: N/A	2.5m	No
	Back-to-back Townhouse: 2.5m	2.5m	Yes
Minimum Interior Side Yard	Townhouse: N/A	1.2m	No
	Back-to-back Townhouse: 1.5m	1.2m	No
Minimum Rear Yard	Townhouse: N/A	0m	No
	Back-to-back Townhouse: 0m	0m	Yes
Maximum Lot Coverage	Townhouse: N/A	63%	No
	Back-to-back Townhouse: 45%	63%	No
Minimum Landscaped Open Space	Townhouse: N/A	30%	No
	Back-to-back Townhouse: 30%	0%	No
Maximum Height of Buildings	Townhouse: N/A	<14m	Yes
	Back-to-back Townhouse: 14m	<14m	Yes
<b>General Provisions – Section 3.0</b>			
3.23(g) Steps, patios or exterior stairs that are less than 1.8 m above grade	Permitted to project into any yard, except where excluded in a sight triangle.  Maximum permitted encroachment: 2.5 m, but no closer than 1.2m to a lot line.	1m setback	No
<b>Parking and Loading Provisions – Section 4.0</b>			
Parking – Townhouse or Multiple Unit Dwelling	1.5 spaces per dwelling unit	1 space per dwelling unit	No
Parking – Location	Except as otherwise provided in this By-law, all parking spaces shall be provided and maintained on the same lot and in the same Zone as the principal building or use they, with exception	Complies	Yes

### Permitted Uses

The proposed development will provide a variety of housing typologies, including standard townhouse dwellings. While standard townhouse dwellings are not permitted as of right in the Urban Residential Type 3 Zone, they are permitted and defined elsewhere in the zoning by-law. The proposed development represents ground-oriented residential built forms with a maximum building height of 3 storeys. The standard and back-to-back townhouses are compatible built forms and will contribute to a cohesive and visually appealing streetscape. As the only functional difference between the built forms is the shared common rear wall, it is not anticipated that the mix of medium-density built forms will generate any concerns for compatibility, including shadowing, intrusive overlook, or pedestrian-scale.

### Minimum Lot Area

The required minimum lot area for a back-to-back townhouse dwelling is 1,000 square metres. There is no minimum lot area for standard townhouse dwellings outlined in the zone as it is not a permitted use as of right.

The proposed development reflects and integrates a contemporary built form and efficient layout to minimize land consumption. The proposed total lot area is calculated on a per unit basis to permit a wider range of ownership models for the individual dwelling units. A minimum lot area for townhouses is proposed as this use is proposed to be permitted in the site-specific zone. The proposed dwelling units benefit from communal open spaces, including the stormwater management block and pedestrian walkways that serve as communal amenity areas. The proposed lot areas will provide sufficient area to meet the functional needs of this built form and will not result in the overdevelopment of the lot, permitting sufficient space for amenity and stormwater management.

### **Minimum Lot Frontage**

The minimum lot frontage for a back-to-back townhouse is 6 metres. There is no minimum lot frontage outlined in the zone for a townhouse as it is not a permitted use as of right. Relief is sought to permit a minimum lot frontage of 5.6 metres for both townhouse and back-to-back townhouse dwellings. The permission for smaller frontages will allow the introduction of a narrower townhouse product and a more diverse range of housing options. The proposed reduction is not anticipated to impact the functionality from the site, as individual private servicing connections and a driveway will be able to be accommodated in the reduced frontage.

### **Minimum Front Yard and Exterior Side Yard**

Minimum front yard and exterior side yard setbacks are proposed to be established for townhouse dwellings as the built form is not permitted as of right in the R3 zone. A front yard setback of 5.5 metres and an exterior side yard setback of 2.5 metres are proposed to reflect the established provisions for a back-to-back townhouse in the zone. Consistent front and exterior side yards, regardless of built form, will contribute to a consistent streetscape and sense of place within the neighbourhood.

### **Minimum Interior Side Yard**

The minimum interior side yard for a back-to-back townhouse is 1.5 metres. There is no minimum interior side yard provision for a townhouse as it is not permitted as of right in the Zone. Relief is sought to permit a reduction in the minimum interior side yard to 1.2 metres for both townhouse and back-to-back townhouse dwellings. The proposed reduction reflects a contemporary built form that efficiently utilizes land resources in the urban area. The reduction requested is not anticipated to impact the functionality of the site, as maintenance access easements can be established in a future application for part lot control as needed. The proposal is not anticipated to impact compatibility of the built form as the reduction is minor and still permits sufficient distance between two residential dwellings.

### **Minimum Rear Yard**

A minimum rear yard setback is proposed to be established for townhouse dwellings as the built form is not permitted as of right in the R3 zone. A rear yard of 0 metres is proposed to reflect the unique layout of the proposed concept plan, specifically related to Blocks 1-5. The proposed concept plan demonstrated a mix of townhouse models, some of which have private rear yards (Blocks 9-17), and some of which back onto a private, communal right-of-way in lieu of private driveways to access private garages (Block 1-5). The requested reduction reflects the unique access to private driveways. The development includes sufficient open space areas to accommodate amenity area and permeable surfaces to permit stormwater management on the site. The intention for the development is to include a mix of dwelling types, with a range of maintenance requirements, to meet the needs of a broad range of current and future residents of the County.

### **Maximum Lot Coverage**

The maximum lot coverage permitted for a back-to-back townhouse is 45% of the total lot area. There is no maximum lot coverage provision for a townhouse dwelling as it is not a permitted built form as of right. Relief is sought to permit a maximum lot coverage of 63% for both townhouse and back-to-back townhouse dwellings. The proposed increase in maximum lot coverage will not unduly impact the livability of the townhouse dwellings. The lot coverage is, in part, impacted by the decreased lot area, which is proposed to achieve a compact form of development and the introduction of more diverse dwelling types. The intention for the development is to include a mix of dwelling types, with a range of maintenance requirements, to meet the needs of a broad range of current and future residents of the County. Despite the increased lot coverage, each future lot will provide sufficient room for parking and stormwater management.

### Minimum Landscaped Open Space

The required minimum landscaped open space is 30% of the lot area for back-to-back townhouse dwellings. There is no minimum landscaped open space provision for a townhouse dwelling as it is not a permitted built form as of right. Relief is sought to permit a minimum landscaped open space of 0% for back-to-back townhouses and of 30% for townhouse dwellings. The landscaped open space provision proposed for townhouse dwellings reflects the percentage required as of right for back-to-back townhouses, being a comparable built form permitted as of right in the zone. The minimum landscaped open space provision is intended to ensure that a sufficient percentage of open space is attributable to each townhouse dwelling unit, with the anticipation of providing sufficient amenity space for each private dwelling following a plan of subdivision. The proposed development is anticipated to undergo a future plan of condominium, whereby amenity space and stormwater management facilities will be provided both in the form of private spaces and outdoor communal areas. Further, the dwellings will exist within the broader context of the site, which includes the provision of a private open space for the enjoyment and passive recreational use of residents.

### Steps, Patios and Exterior Stairs

It is proposed that stairs that provide the primary access to a unit may project into a required yard and be setback 1.0 metres from a lot line. This relief will facilitate access to the proposed townhouses, which have entrances that are street oriented and offer easy access to the public realm.

### Parking

Relief is sought to permit a reduction in the required number of parking spaces from 1.5 spaces per dwelling unit to 1.0 space per dwelling unit. The proposed development is anticipated to undergo a future plan of condominium, whereby visitor parking will be provided as a communal amenity within the neighbourhood. Further, all built forms are proposed to include private garages, and many also offer an opportunity to park in a private driveway. The proposal provides sufficient flexibility in parking options to the residents of the development while promoting the use of active transportation and reduced car dependence.

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

Provision	Required	Proposed	Compliance
<b>Urban Residential Type 2 – Section 7.0</b>			
Permitted Use	Converted Dwelling Group home Semi-Detached Dwelling Single-Detached Dwelling Townhouse Dwelling	Townhouse Dwelling	Yes
Minimum Lot Area	150m <sup>2</sup> per dwelling unit	150m <sup>2</sup>	Yes
Minimum Lot Frontage	6m, public street 20m, not a public street	5.5m per dwelling unit	No
Minimum Front Yard	3m 5.5m with attached garage	6.0m	Yes
Minimum Exterior Side Yard	2.5m	1.5m	No
Minimum Interior Side Yard	1.5m	1.5m	Yes
Minimum Rear Yard	6m	7.5m	Yes
Maximum Lot Coverage	35% 45% with ADU	48%	No
Minimum Landscaped Open Space	35%	35%	Yes
Maximum Height of Buildings	14m	<14m	Yes
<b>General Provisions – Section 3.0</b>			
3.23(g) Steps, patios or exterior stairs that are less than 1.8 m above grade	Permitted to project into any yard, except where excluded in a sight triangle.	1.0m setback	No

	Maximum permitted encroachment: 2.5 m, but no closer than 1.2m to a lot line.		
<b>Parking and Loading Provisions – Section 4.0</b>			
Parking – Townhouse or Multiple Unit Dwelling	1.5 spaces per dwelling unit	1 space per dwelling unit	No
Parking – Location	Except as otherwise provided in this By-law, all parking spaces shall be provided and maintained on the same lot and in the same Zone as the principal building or use they, with exception	Complies	Yes

### Minimum Lot Frontage

Relief is requested to permit a minimum lot frontage of 5.5 metres for townhouse dwellings not fronting onto a public street. The proposed development includes private streets, including Folkard Lane, which are proposed to be subject to a future common element condominium to regulate maintenance and upkeep of the right-of-way. Townhouse dwelling fronting on private lanes are only considered in the zoning by-law as a complete block, which unduly prohibits freehold ownership of the individual dwelling units. The requested relief reflects the provision to lots fronting on a public street so as to not limit tenure / ownership models for the development in the future. The permission for smaller frontages will allow the introduction of a narrower townhouse product and a more diverse range of housing options. The proposed reduction is not anticipated to impact the functionality from the individual lots, as individual private servicing connections and a driveway will be able to be accommodated in the reduced frontage.

### Minimum Exterior Side Yard

The required minimum exterior side yard setback for a townhouse dwelling is 2.5 metres as of right in the R2 zone. Relief is requested to permit a minimum exterior side yard setback of 1.5 metres. The minimum exterior side yard provision is intended to ensure a sufficient distance between a dwelling unit and a street so as not to impact the privacy or livability of the dwelling on a corner lot. The reduced exterior side yard will provide a sufficient buffer between townhouse dwelling units and Folkard Lane, as it is a private street with limited traffic flows and traffic calming features such as dedicated pedestrian sidewalks and a narrow road width. The proposed reduction in minimum exterior side yard depth is minor and will not impact the liveability of the corner units.

### Maximum Lot Coverage

The required maximum lot coverage for a townhouse dwelling is 35% of the total lot area as of right in the R2 zone. Relief is sought to permit a maximum lot coverage of 48%. The proposed increase in maximum lot coverage will not unduly impact the livability of the townhouse dwellings as each future lot will provide sufficient room for outdoor amenity space and on-site parking. The proposed increased permeability is not anticipated to impact stormwater management on the individual lots or across the site as a whole. The increase in lot coverage is proposed to achieve a compact form of development.

### Steps, Patios and Exterior Stairs

It is proposed that stairs providing the primary access to a unit may project into a required yard and be setback 1.0 metre from a lot line. This relief will facilitate access to the proposed three storey townhouses, which have entrances that are street oriented and offer easy access to the public realm.

### Parking

Relief is sought to permit a reduction in the required number of parking spaces from 1.5 spaces per dwelling unit to 1.0 space per dwelling unit. The proposed development is anticipated to undergo a future plan of condominium, whereby visitor parking will be provided as a communal amenity within the neighbourhood. Further, all built forms are proposed to include private garages, and many also offer an opportunity to park in a private driveway. The proposal provides sufficient flexibility in parking options to the residents of the development while promoting the use of active transportation and reduced car dependence.

## 7.0 Conclusion

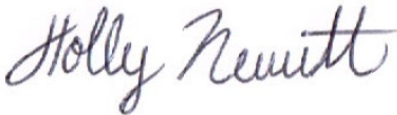
The proposed development will provide a mix of housing types, accommodating the needs of current and future residents of the County. The proposed development consists of 111 total dwelling units, with a density of 60.2 dwelling units per net hectare. The development will include 87 townhouse dwellings and 24 back-to-back townhouse dwellings, along with a neighbourhood commercial building and private open space containing a stormwater management pond.

The proposed development reflects modifications to the previously approved residential and commercial development for the subject lands as a result of changing market conditions. The proposed development has been designed and planned to integrate with the surrounding neighbourhood while contributing to a complete community. The development will represent a significant increase in available housing options within the Picton Urban Centre, positively contributing to the residential housing market in Prince Edward County.

The proposal has regard for the *Planning Act*, is consistent with the Provincial Planning Statement, conforms with the County of Prince Edward Official Plan and the Picton Urban Centre Secondary Plan and is consistent with the intention of the County of Prince Edward Zoning By-law 1816-2006. 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 mixed-use development that is designed with careful consideration of the surrounding community, and the draft plan of subdivision application is appropriate to facilitate the required land division. The proposal will help achieve the County's goal of providing high quality residential options in this area.

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

Respectfully,



Holly Newitt, MCIP RPP  
Planner  
Fotenn Planning + Design



Kelsey Jones, MCIP RPP  
Senior Planner  
Fotenn Planning + Design

# Appendix A

## Zoning By-law Amendment

### By-law No. XXXX-2026

A By-law to Amend County Comprehensive Zoning By-law No. 140-2025

Zoning By-law No. 140-2025 of the County of Prince Edward Comprehensive, as amended, is hereby further amended as follows:

Notwithstanding the provisions of this By-law to the contrary, the following provisions shall apply,

Within the R3-XX Zone:

- i. Additional Permitted Residential Use:
  - a. Townhouse Dwelling
- ii. The following provisions shall apply to townhouse dwellings within this zone:
  - a. Minimum lot area: 115 square metres per townhouse dwelling unit
  - b. Minimum lot frontage: 5.6 metres per townhouse dwelling unit
  - c. Minimum front yard: 6 metres
  - d. Minimum exterior side yard: 2.5 metres
  - e. Minimum interior side yard: 1.2 metres
  - f. Minimum rear yard: 0 metres
  - g. Maximum lot coverage: 63%
  - h. Minimum landscaped open space: 30%
- iii. Minimum lot area: 99 square metres per back-to-back townhouse dwelling unit
- iv. Minimum lot frontage: 5.6 metres per back-to-back townhouse dwelling unit
- v. Minimum interior side yard (back-to-back townhouse dwelling): 1.2 metres
- vi. Maximum lot coverage (back-to-back townhouse dwelling): 63%
- vii. Minimum landscaped open space (back-to-back townhouse dwelling): 0%
- viii. Stairs and landings leading to a unit's primary entrance may be setback 1.0 metre from any lot line.
- ix. Minimum parking requirement: 1 space per dwelling unit
- x. The Holding (H) Symbol shall not be removed until such time as municipal servicing infrastructure has been extended to the site and an updated servicing report is submitted the satisfaction of the municipality.

Within the R2-XX Zone:

- i. Minimum lot frontage: 5.5 metres per townhouse dwelling unit, regardless of street ownership
- ii. Minimum exterior side yard (townhouse dwelling): 1.5m
- iii. Maximum lot coverage (townhouse dwelling): 48%
- iv. Stairs and landings leading to a unit's primary entrance may be setback 1.0 metre from any lot line.
- v. Minimum parking requirement: 1 space per dwelling unit
- vi. The Holding (H) Symbol shall not be removed until such time as municipal servicing infrastructure has been extended to the site and an updated servicing report is submitted the satisfaction of the municipality.

Schedule A

