



Fitzsimmons Road & Granite Ridge Road

Planning Justification
Official Plan Amendment + Zoning By-law Amendment
June 8, 2023



Prepared for Peck's Marina
c/o Greg Robichaud
505 Thousand Islands Parkway
Lansdowne ON K0E 1L0

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

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1.0 Introduction

1.1 Introduction

Fotenn Planning + Design has been retained by Mr. Greg Robichaud, on behalf of Peck's Marina, to prepare this Planning Justification Report in support of applications for Official Plan Amendment and Zoning By-law Amendment for the property legally known as Part of Lot 17, Concession 1, Geographic Township of Lansdowne in the Township of Leeds and the Thousand Islands. The purpose of these applications is to allow the development of the subject site with an indoor boat storage use, which will be associated with Peck's Marina located at 505 Thousand Islands Parkway, south of the subject site.

The following are being submitted in support of the applications:

- / Survey (28R-12881)
- / Concept Plan;
- / Renderings;
- / Noise Impact Study;
- / Environmental Impact Study;
- / Stage 1-2 Archaeological Assessment;
- / Traffic Impact Study;
- / Stormwater Management Report;
- / Grading and Drainage Plan;
- / Application fees;
- / Application forms; and,
- / This Planning Justification Report.

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

1.2 Development Applications

The subject site is designated Rural Lands on Schedule A Community Structure and Land Use of the United Counties of Leeds and Grenville Official Plan. The subject site is designated Rural in the Special Policy Area – Thousand Islands (South of Highway 401) on Schedule A1 Land Use Designations of the Township of Leeds and the Thousand Islands Official Plan. The property is zoned Rural (RU) Zone on Schedule 'B' Ward 1 Shoreline of the Township's Zoning By-law No. 07-079.

The applicant is seeking to develop the subject site with an indoor boat storage use. An Official Plan Amendment is necessary to redesignate the site to the Tourist Commercial designation to permit the proposed boat storage use. A Zoning By-law Amendment is also necessary to rezone the site to the Tourist Commercial (CT) Zone to allow the proposed boat storage use. A site-specific Tourist Commercial (CT) Zone is proposed to establish appropriate performance standards given the context of the site and the proposed development.

A future application for site plan control will be required to facilitate the development.

2.0 Surrounding Area and Site Context

The site is located at the southeast corner of the intersection of Fitzsimmons Road and Granite Ridge Road in the Township of Leeds and the Thousand Islands. The site is an irregularly shaped parcel with an area of approximately 3 hectares, approximately 172 metres of frontage on Granite Ridge Road, and approximately 136 metres of frontage on Fitzsimmons Road. The site is currently vacant and has recently been regraded. A large area of existing tree cover is located in the east portion of the site as well as along the south property boundary.



Figure 1: Subject Site (Source: Ontario AgMaps, annotated by Fotenn)

The lands surrounding the property primarily consist of rural residential uses with several vacant properties. Rural residential uses are located north, east, and south of the property. An indoor boat storage facility is located approximately 540 metres north of the site on Fitzsimmons Road. The Highway 401 corridor is located approximately 750 metres north of the site and the Thousand Islands Parkway corridor, which supports a concentration of mixed residential and tourist commercial uses, including Peck's Marina, is located approximately 720 metres south of the site. As well, the property is located in approximately 100 metres west of the provincially significant Landons Bay and Fitzsimmons Mountain Area of Natural and Scientific Interest.

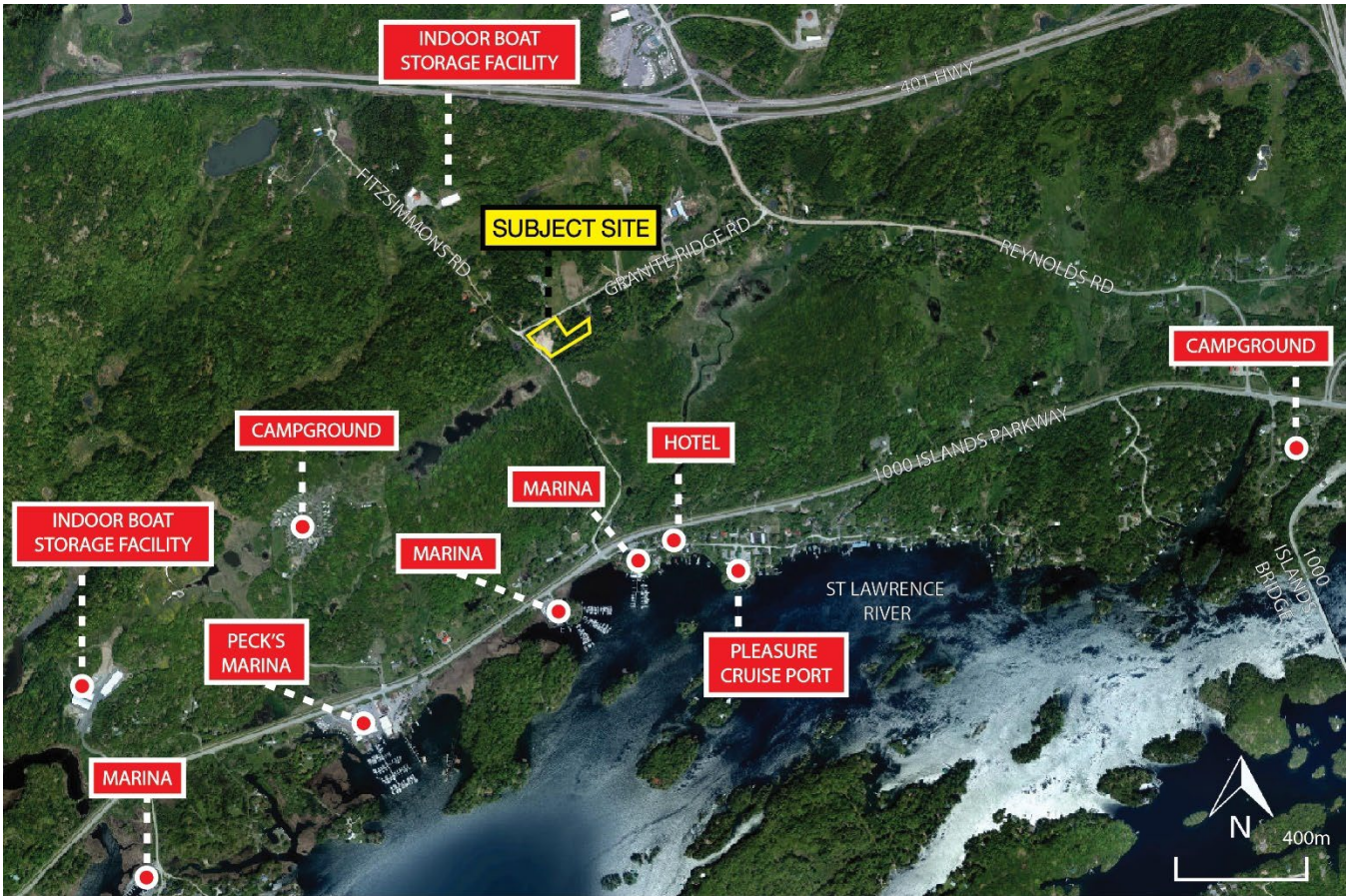


Figure 2: Site Context (Source: Ontario AgMaps, annotated by Fotenn)

The following uses are immediately adjacent to the subject lands:

- / **North:** Rural Residential
- / **East:** Rural Residential
- / **South:** Rural Residential
- / **West:** Rural / Vacant

2.1 Development Proposal

The applicant is seeking to develop the subject site with an indoor boat storage use. This site was selected for its size and proximity to the associated Peck’s Marina location. The storage facility will include two rectangular heated buildings that offer seasonal boat storage. Each building is proposed to have an area of approximately 3,344 square metres (36,000 square feet) with a building height of approximately three storeys. Each storage building will have three roll-up loading doors which will allow boat trailers to be driven into the buildings for boats to be loaded and unloaded.



Figure 3: Concept Plan (Source: Eastern Engineering Inc.)

Vehicular access to the site is proposed to remain from Fitzsimmons Road. A total of four on-site parking spaces are proposed, including one accessible parking space, north of the west building. Gravel drive aisles are proposed around the perimeter of both buildings to provide an appropriate surface for on-site vehicle movement and circulation as well as fire access. A septic tank and septic bed are proposed in the southwest portion of the site.

The existing vegetation on the site will be retained to the extent possible, including the mature trees on-site at the corner of Fitzsimmons Road and Granite Ridge Road. The denser woodland along the south boundary of the property and within the east portion of the site will remain untouched. The retained existing landscaping, along with proposed enhanced landscaping along both road frontages, will provide a visual screen from surrounding properties and contribute to maintaining a rural landscape. Enhanced landscaping, in the form of coniferous tree varieties, along the perimeter of both road frontages and throughout the site seek to reflect and enhance the surrounding rural environment.

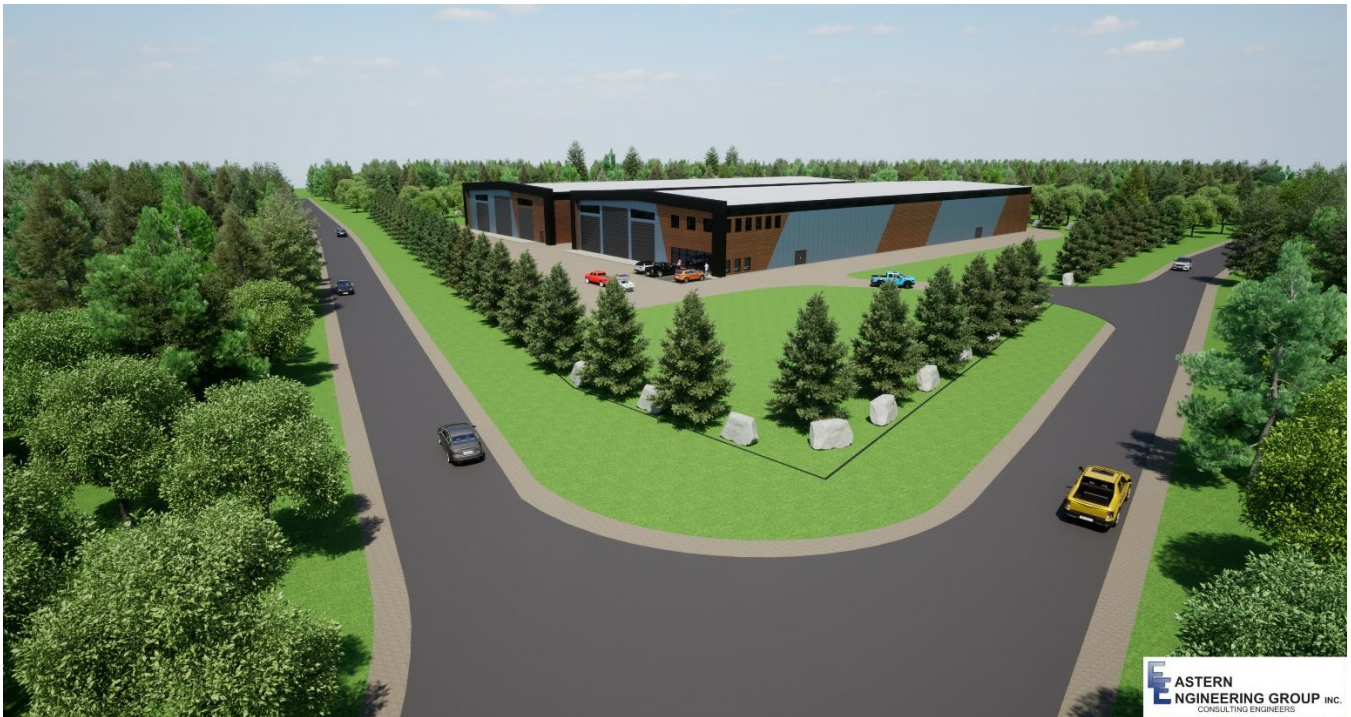


Figure 4: Building rendering – Aerial view from intersection of Granite Ridge Road and Fitzsimmons Road (Source: Eastern Engineering)

Materiality of the building façade is proposed to be a mix of natural materials, including wood and steel, with fenestration and cladding design to reflect unique features of the surrounding landscape.



Figure 5: Building rendering illustrating proposed materiality and design (Source: Eastern Engineering)



Figure 6: Building rendering illustrating proposed materiality and design (Source: Eastern Engineering)

The primary use of the property will occur on a periodic basis throughout the year. The main periods of on-site activity will occur at the beginning of the boating season, from April 1 to May 30, and at the end of the season, from September 15th to December 1st. At the beginning of the season, boats will be loaded onto trailers on-site and transported back to Peck's Marina via Fitzsimmons Road. At the end of the season, boats will be loaded onto trailers at the Peck's Marina facility and transported to the subject site, to be offloaded inside the boat storage buildings. It is anticipated that the site will support the storage of approximately 150 boats, with approximately 10-12 boats moved per week during the months associated with the beginning and end of the season. During the other months, generally no on-site activity will take place.

Indoor boat storage facilities are becoming increasingly desirable and common across Ontario and Quebec due to their environmental and safety benefits. Outdoor, off-season boat storage requires winterizing each boat, a process that includes significant amounts of single use plastic, anti-freeze, and requires employees to work at heights up to 20 feet off the ground to construct shrink wrap frames. Peck's Marina produces approximately 6,000 lbs of single use plastic in order shrink wrap boats which ends up in landfills. Nylon rope is used to secure the shrink wrap which also ends up in landfills, and approximately fifty, 20 lb propane tanks are used to heat the plastic and have it shrink and seal the boats from the elements. As well, Peck's Marina uses approximately 3,000 gallons of anti-freeze for winterizing boats, which is disposed of at the start of every season. The majority of boats require large shrink wrap frames, some up to 20 feet, which requires employees to work at tall heights which are potentially dangerous. Indoor boat storage facilities eliminate the need for single use shrink wrap, anti-freeze, and employees working in potentially dangerous scenarios.



Figure 7: Single use plastic waste produced by Peck’s Marina (Source: Peck’s Marina)



Figure 8: Process of heating shrink wrap using propane (left) and taller required working heights (right) (Source: Peck’s Marina)

3.0 Supporting Studies

3.1 Noise Impact Study

A Noise Impact Study was prepared by J.E. Coulter Associates Limited in January 2023. The purpose of the study was to determine the potential noise impact from the proposed storage buildings at the closest noise sensitive receiver locations and to recommend potential noise attenuation measures to comply with the noise objectives of MECP's NPC-300 noise criteria, as necessary. The study found that the projected sound levels from the proposed activities, up to two (2) boat trailers per hour in early spring (April/May) and early fall (September-December), will not generate any noise impacts based on the noise sensitive points of reception. The study concluded that the proposed development meets all MECP's noise criteria, provided activities on the site are conducted between 7 a.m. and 7 p.m. and, therefore, no noise control measures are required.

3.2 Environmental Impact Study

An Environmental Impact Study (EIS) was prepared by Ecological Services in January 2023. The purpose of the EIS was to determine if significant natural heritage features are present on or adjacent to the proposed development property. If they are present, the purpose of the EIS was also to determine the potential for a negative impact for the purposes of the Provincial Policy Statement (PPS) and the Leeds and the Thousands Islands Official Plan (OP). The study did not identify any significant natural heritage features within the building footprint. No significant wildlife habitat or species at risk were identified on the site, however the study recommends as a precaution that any tree or site clearing take place outside of roosting season for bats and outside of the migratory bird breeding season. The study did identify fish habitat and ANSI west of the site, however, no mitigation measures were recommended due to the separation distance between those features and the site, including intervening vegetation and a roadway. The study concludes that the proposed development will not result in a negative impact to natural features for the purposes of the OP and the PPS if the recommended mitigation measures are followed.

3.3 Archaeological Assessment

A Stage 1-2 Archaeological Assessment was prepared by Abacus Archaeological Services in 2022. Stage 1 of the assessment established potential for archaeological resources within the subject property based on historical occupation of the site, therefore Stage 2 testing was performed. No features or material of archaeological significance were recovered during the Stage 2 excavation. The study concludes that the site contains no significant archaeological resources, and no further work is required within the assessment area.

3.4 Traffic Impact Study

A Traffic Impact Study was prepared by GHD in August 2022. The study does not anticipate any traffic impacts with the existing road network considering the low number of trips generated from the development and low existing traffic volumes on Fitzsimmons Road. There is an existing eastbound left-turn lane on the Thousand Islands Parkway at the intersection with Fitzsimmons Road which the vehicles and boat trailers will be able to utilize. There are no left-turn lanes at other surrounding intersections, however, with 1-2 trucks per hour, a left-turn lane is not warranted. The study also identified roadway and road geometry improvement options, such as tree trimming and clearing to increase viability and a review of overhead utilities for appropriate clearance. The study concluded that the proposed development will have little to no impact on traffic operations.

3.5 Stormwater Management Report

A Stormwater Management Report was prepared by Eastern Engineering Group in January 2023. The study found that stormwater runoff from the developed area of the site will flow overland to the south corner of the lot, following natural drainage paths. Along the south property line, a new swale and storm detention basin will be

created to collect and direct all runoff from the site to the roadside ditch on Fitzsimmons Road. The study also highlighted that the increase in runoff will be negligible when considering the wide sheet flow and very low flow velocities of the stormwater. The study concludes that the proposed development presents a low risk with regard to stormwater runoff affecting neighboring properties due to the location of the site, the amount of area for dispersion, and infiltration of runoff from the developed portion of the site.

4.0 Policy and Regulatory Framework

4.1 Provincial Policy Statement, 2020

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

Section 1 of the PPS provides direction for the creation of strong and healthy communities. The efficient use of land is supported through sustainable development patterns which consider the needs of communities, the environment, public health and safety, and economic growth.

Section 1.1.1 Healthy, liveable and safe communities are sustained by:

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

The proposed development will result in the continuation and increased capacity of a tourist commercial business, positively contributing to the vitality of the community and financial well-being of the municipality.

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

The proposed development will diversify and expand the service offering of a local commercial and recreation business.

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

An Environmental Impact Study was prepared to assess the proposed development and potential environmental impacts. Mitigation measures are proposed as precautionary; however, no environmental impacts are proposed. Further, no risks to public health or safety are anticipated a result of the proposal.

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

The proposal will not require or prevent potential future expansion of the settlement area.

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

The proposal represents the appropriate continuation and support of a tourist commercial use in the rural area. The proposed development represents efficient use of a vacant property in the rural area and seeks to utilize existing infrastructure, including roads, solid waste collection, snow plowing, and utilities. The development will be sufficiently serviced by an on-site septic system and drinking water well.

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

The proposal will comply with the Accessibility for Ontarians with Disabilities Act (AODA).

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

The development will be sufficiently serviced by an on-site septic system and drinking water well.

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

The proposal will retain the existing woodland areas on the southern and eastern sides of the property, as well as increase vegetation through enhanced landscaping along both road frontages.

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

The proposed indoor boat storage use represents a more sustainable and more environmentally-friendly seasonal boat storage means. By storing boats inside during the off season, this will eliminate the need to plastic and shrink wrap boats and the use of antifreeze to protect them from the elements, which is currently the industry standard. Through the proposed development, a significant amount of plastic waste production and chemical use will be eliminated.

Section 1.1.4.1 Healthy, integrated and viable rural areas should be supported by:

- a) building upon rural character, and leveraging rural amenities and assets;*

- e) using rural infrastructure and public service facilities efficiently;*

The development has been designed to integrate large setbacks, additional landscaping and building materiality that will complement and respect the surrounding rural character. The proposed development will utilize existing rural infrastructure, including roads, solid waste collection, snow plowing, and utilities.

- f) promoting diversification of the economic base and employment opportunities through goods and services, including value-added products and the sustainable management or use of resources;*

The proposed development represents the continuation and support of an existing tourist commercial operation. The proposal will contribute towards the diversification and vitality of commercial uses and employment opportunities in the municipality.

- g) providing opportunities for sustainable and diversified tourism, including leveraging historical, cultural, and natural assets;*

The proposed development represents the continuation and increased sustainability of an existing tourist commercial use which optimizes the St. Lawrence River as a natural and cultural asset.

- h) conserving biodiversity and considering the ecological benefits provided by nature;*

The proposal will retain the existing woodland areas along the southern property boundary and within the eastern portion of the site. The proposal will also integrate additional vegetation through enhanced landscaping along both road frontages. In addition, the proposed indoor boat storage facility represents a more sustainable and environmentally-friendly seasonal boat storage option as it will eliminate the need to plastic and shrink wrap boats and the use of antifreeze to protect them from the elements, which is currently the industry standard. The proposed buildings will eliminate approximately 6,000 lbs of single use plastic and 3,000 gallons of anti-freeze used by Peck's Marina annually. Through the proposed development, a significant amount of plastic waste production and chemical use will be eliminated.

Section 1.1.4.4 Growth and development may be directed to rural lands in accordance with policy 1.1.5, including where a municipality does not have a settlement area.

The subject property is located within the rural area of the Township and seeks to develop a vacant property.

Section 1.1.5 provides policy direction for rural lands in municipalities:

1.1.5.1 When directing development on rural lands, a planning authority shall apply the relevant policies of Section 1: Building Strong Healthy Communities, as well as the policies of Section 2: Wise Use and Management of Resources and Section 3: Protecting Public Health and Safety.

The proposal represents development in the rural lands. Relevant policies of Section 1, 2 and 3 are discussed above and below.

1.1.5.2 On rural lands located in municipalities, permitted uses are:

- a) *the management or use of resources;*
- b) *resource-based recreational uses (including recreational dwellings);*
- c) *residential development, including lot creation, that is locally appropriate;*
- d) *agricultural uses, agricultural-related uses, on-farm diversified uses and normal farm practices, in accordance with provincial standards;*
- e) *home occupations and home industries;*
- f) *cemeteries; and*
- g) *other rural land uses.*

The proposed development includes a resource-based recreational use, as it seeks to support the existing operation of an established tourist commercial use, Peck's Marina.

1.1.5.3 Recreational, tourism and other economic opportunities should be promoted.

The proposed boat storage development will promote and support the existing tourist commercial use of Peck's Marina. The proposed development seeks to increase the marina's storage capacity, and in term, support a greater number of recreational tourists in the region.

1.1.5.4 Development that is compatible with the rural landscape and can be sustained by rural service levels should be promoted.

The proposed development will incorporate large setbacks from Granite Ridge Road, Fitzsimmons Road and the rural residential use abutting to the east. As well, mature landscaping and trees will be retained on-site at the corner of Fitzsimmons Road and Granite Ridge Road. Additional enhanced landscaping is proposed along both road frontages to provide screening to support a development that is compatible with the rural area. Various types of coniferous trees are proposed for additional landscaping to ensure that screening of the property is provided year-round and compatibility with the surrounding area. In addition, the materiality of the proposed building has been strategically chosen to complement the surrounding landscape and minimize the visual impact of the development. The development will be sufficiently serviced by an on-site septic system and well.

1.1.5.5 Development shall be appropriate to the infrastructure which is planned or available, and avoid the need for the unjustified and/or uneconomical expansion of this infrastructure.

The proposed development represents efficient use of a vacant property in the rural area and seeks to utilize existing infrastructure, such as roads, solid waste collection, snow plowing, and utilities. The development will be sufficiently serviced by an on-site septic system and drinking water well. The development will not require any infrastructure expansion.

1.1.5.6 Opportunities should be retained to locate new or expanding land uses that require separation from other uses.

The proposed development does not require additional separation from other uses.

1.1.5.7 Opportunities to support a diversified rural economy should be promoted by protecting agricultural and other resource-related uses and directing non-related development to areas where it will minimize constraints on these uses.

The proposed development will not impact agricultural or other resource-related uses. The proposed development will contribute to diversifying the rural economy by supporting an existing tourism-based use.

Section 1.7 of the PPS provides direction for supporting long-term economic prosperity. Policies in this section encourage efficient land use, place-making and energy conservation, among other policies that generally support economic development. The proposed development represents the efficient use of an existing vacant parcel within the rural area in proximity to associated tourist commercial uses. The proposed development will further diversify the economic base and promote the continued vitality of the rural area. The proposed boat storage facility will support the on-going seasonal industry of marinas, boating and accommodations and the long-term economic prosperity of the Township.

Section 2 of the PPS provides policy direction related to the wise use and management of resources such as significant natural heritage features and areas, watersheds, prime agricultural areas, mineral and petroleum resources, and significant built and cultural heritage. There are no identified cultural heritage on or in proximity

to the subject site. No natural heritage features were located on the subject site, however the site was identified as being located in proximity to fish habitat and ANSI. The Environmental Impact Study indicates that due to the separation distance between those features and the site, including intervening vegetation and a roadway, no impacts are anticipated. Due to its limited size and existing tree cover, the site is not an ideal location for a significant agricultural use or other resource-related uses. The proposed development is consistent with the policies of Section 2.

Section 3 of the PPS seeks to ensure the protection of public health and safety. The policies of this section direct development away from natural hazard lands such as floodplains and erosion-prone areas. This section also seeks to protect development from human-made hazards such as former mining and aggregate extraction operations, and other types of contaminated areas. The site is not located in proximity to any identified natural hazards or human-made hazards, therefore, no negative impacts to public health and safety are anticipated from the proposed development.

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

4.2 Official Plan for the United Counties of Leeds and Grenville

The United Counties of Leeds and Grenville Official Plan was adopted by Council on July 23, 2015, approved by the Ministry of Municipal Affairs and Housing on February 19, 2016, and partially approved by the Ontario Municipal Board on March 15, 2017. The Official Plan directs growth management and land use decisions in the County by providing upper-tier land use planning guidance for the United Counties' ten member municipalities, including the Township of Leeds and the Thousand Islands. The policies of this plan intend to ensure a balanced approach to growth management and the protection and conservation of the United Counties' natural and cultural heritage, while encouraging development opportunities that respect the United Counties' unique character and sense of place. The relevant policy considerations of the Official Plan are discussed below (with policies in *italics*).

The following sections of the Official Plan are addressed:

- / Section 2 – Growth Management and Settlement Areas;
- / Section 3 – Rural Area;
- / Section 4 – Natural Heritage, Water Resources and Cultural Heritage;
- / Section 5 – Natural and Human-Made Hazards;
- / Section 6 – Transportation, Infrastructure and Servicing;
- / Section 7 – Implementation and Interpretation.

Section 2 – Growth Management and Settlement Areas

Section 2 of the Official Plan outlines that growth in the United Counties will be managed by focusing and promoting growth within settlement areas, in addition to other appropriate rural areas as detailed in municipal Official Plans, thereby optimizing the use of existing infrastructure, developing complete communities, and protecting the natural environment and prime agricultural areas. Growth will be directed to the settlement areas that are able to accommodate additional growth, with limited growth in rural areas in keeping with the scale, character and service levels of the area as well as the objectives detailed in the local municipal Official Plans. The intent of this section is to establish the policy framework that will provide the basis for coordinating and managing growth in the United Counties.

The subject site is designated Rural Lands on Schedule A Community Structure and Land Use of the United Counties of Leeds and Grenville Official Plan.

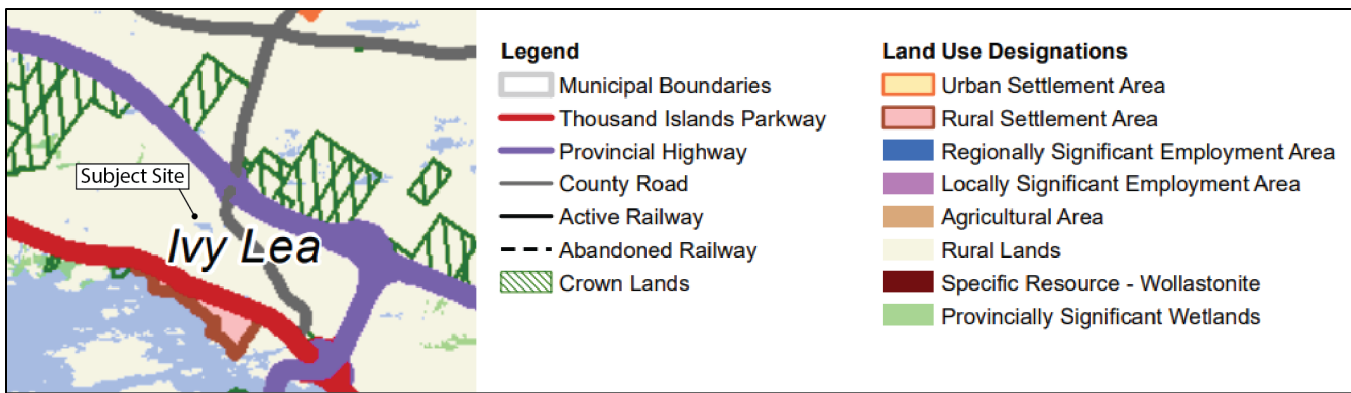


Figure 8: Land Use Designation (Source: Schedule A Community Structure and Land Use United Counties of Leeds and Grenville Official Plan)

Section 2.6 provides policy direction regarding economic development, including recognizing the importance of tourism and recreation-based activities and supporting the long-term viability and growth of these tourism opportunities. Section 2.6.3 specifically outlines policies relating to tourism and recreation:

2.6.3.b) Promote the growth for tourism throughout the Counties in appropriate locations, particularly in areas where they cannot be accommodated within settlement areas. Tourism uses will be encouraged in close proximity to areas of natural and recreational amenity, areas of natural heritage appreciation, and natural resources and amenities.

The proposed development seeks to support the existing tourism operation of Peck's Marina. The subject site is located in the rural area in proximity to the St. Lawrence River and associated marina. The proposed development is appropriately located outside of a settlement area.

Section 3 – Rural Area

Section 3.0 of the Official Plan provides policy direction for the rural area designation, which is defined as lands outside of the urban settlement areas and rural settlement areas. Rural lands are noted to consist of the rural landscape of the Counties, including prime agricultural areas, rural lands, including recreation and rural residential uses, natural heritage features and systems, and important natural resource areas.

Section 3.3 provides specific policies for rural lands, which are intended to protect the natural amenities and rural character of the Counties while providing opportunities for agricultural uses, resource-based activities, recreation and tourism and other rural land uses.

3.3.1a) Promote development opportunities related to the management or use of resources; resource-based recreational uses (including recreational dwellings); tourism, limited residential development; home occupations and home industries; and other rural land uses that cannot be located in settlement areas, and/or are detailed in the local municipal Official Plan;

The proposed development seeks to support tourism of the United Counties. Boat storage facilities support the on-going seasonal industry of marinas, boating and accommodations which promote tourism. The proposed development will also support an existing resource-based recreational business, Peck's Marina.

e) Promote limited development that is compatible with the rural landscape and character and can be sustained by rural service levels, which generally includes individual on-site sewage and individual on-site water services;

The proposed development will incorporate large setbacks from Granite Ridge Road, Fitzsimmons Road and the rural residential use abutting to the east. Mature landscaping and trees will be retained at the corner of Fitzsimmons Road and Granite Ridge Road. Enhanced landscaping is proposed along both road frontages to provide screening to support a development that is compatible with the rural area. Various types of coniferous trees are proposed for additional landscaping to ensure that screening of the property is provided year-round and compatibility with the surrounding area. The proposed building materiality has been strategically chosen to complement the surrounding

landscape and minimize the visual impact of the development. The development will be serviced by an on-site septic system and well.

g) Accommodate development that is appropriate to the infrastructure which is planned or available, and avoid the need for the unjustified and/or uneconomical expansion of infrastructure; and

The proposed development represents efficient use of a vacant rural property, making use of existing infrastructure, including existing roads, solid waste collection, snow plowing, and utilities available. The development will be sufficiently serviced by an on-site septic system and well. The proposed development will not require any infrastructure expansion.

i) Provide for the protection of natural heritage features and their ecological functions

An Environmental Impact Study was prepared to assess the proposed development and potential impact on natural heritage features. The Study concludes that no significant natural heritage features were located within the proposed building envelope and sufficient buffering separates the property from identified fish habitat and ANSI. The Environmental Impact Study concluded that the proposed development will not result in any negative impacts to natural environment or their ecological function.

Section 3.3.2 outlines the land uses permitted within rural lands designation:

a) The primary use of land will be for:

- i. the management or use of resources, such as forestry and mineral aggregate operations;*
- ii. resource-based recreational uses, including recreational dwellings;*
- iii. limited residential development, which will be defined in the local municipal Official Plans;*
- iv. home occupations and home industries;*
- v. cemeteries;*
- vi. agricultural uses, agriculture-related uses, on-farm diversified uses and normal farm practices as permitted in Section 3.2.2; and*
- vii. other rural land uses*

The proposed development includes a resource-based recreational use, as it seeks to support the existing operation of an established tourist commercial use, Peck's Marina.

b) Local municipalities will establish policies in their Official Plans related to rural residential development which may be accommodated on rural lands without compromising the rural character of these lands.

The proposed development does not include any rural residential uses.

c) In addition to agricultural uses and agriculture-related uses, rural industrial/commercial uses which are resource-based and forestry uses, or which are located within or along a local rural commercial area or corridors, may be permitted without an amendment to this Plan, subject to the policies of Section 3.2.3, the local municipal Official Plan, and may be subject to a site-specific rezoning.

The proposed development represents a rural commercial use located in the rural area in proximity to the Thousand Islands Parkway. No amendment is proposed to the United Counties Official Plan, however, an amendment is proposed to the Township of Leeds and the Thousand Islands Official Plan to re-designate the property to Tourist Commercial and a zoning by-law amendment is proposed to rezone the property to a site-specific Tourist Commercial Zone.

d) Recreational and tourist commercial uses, open space, and limited residential development, may be permitted in rural lands without requiring an amendment to this Plan, but may be subject to a rezoning, and provided the use is permitted in the local municipal Official Plan, and meets the criteria established within the local municipal Official Plan.

The proposed development represents the establishment of a tourist commercial use within the rural area. The proposal meets the intentions of the United Counties Official Plan, however, an Official Plan Amendment and Zoning By-law Amendment are required for the Township of Leeds and the Thousand Islands to permit the proposed use and establish appropriate performance standards.

e) The specific permitted uses and accessory uses will be established in the local municipal Official Plans and implementing zoning by-laws.

An Official Plan Amendment and Zoning By-law Amendment are proposed to the Township of Leeds and the Thousand Islands Official Plan and Zoning By-law to establish the proposed use.

Section 3.3.3 provides the land use policies for the rural lands designation:

3.3.3c) Development in rural lands will be subject to the policies of Section 6.3 with respect to servicing. The proposed development conforms with the policies of Section 6.3, as discussed below. The development will be sufficiently serviced by an on-site septic system and well.

d) The development of new or expanding uses must be compatible with the rural landscape and must be sustained by rural service levels.

The proposed development will incorporate large setbacks from Granite Ridge Road, Fitzsimmons Road and the rural residential use abutting to the east. Mature landscaping and trees will be retained at the corner of Fitzsimmons Road and Granite Ridge Road. Enhanced landscaping is proposed along both road frontages to provide screening to support a development that is compatible with the rural area. Various types of coniferous trees are proposed for additional landscaping to ensure that screening of the property is provided year-round and compatibility with the surrounding area. The proposed building materiality has been strategically chosen to complement the surrounding landscape and minimize the visual impact of the development. The proposed makes use of existing rural infrastructure, including private servicing, roads, solid waste collection, snow plowing, and various utilities available.

e) All farm and non-farm development will comply with the Minimum Distance Separation Formulae as implemented through the applicable local municipal planning documents.

Per Implementation Guideline #10 of Publication 853 the Minimum Distance Separation Document, the proposal will not permit a more sensitive land use than existed previously on the site and is therefore, not subject to MDS I setbacks.

Section 4 – Natural Heritage, Water Resources and Cultural Heritage

Section 4 provides policies related to the protection and enhancement of natural features, functions, and systems, the protection and conservation of water resources, along with the conservation of cultural heritage resources. Section 4.2.1 provides policy direction related to development and site alteration, which states:

a) Development and site alteration will not be permitted in significant wetlands and significant coastal wetlands.

b) Development and site alteration will not be permitted in:

- i. significant woodlands in Ecoregion 6E;*
- ii. significant valleylands in Ecoregion 6E;*
- iii. significant wildlife habitat;*
- iv. significant areas of natural and scientific interest; and*
- v. coastal wetlands in Ecoregion 6E that are not identified as significant, unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.*

a) Development and site alteration will not be permitted in fish habitat except in accordance with Provincial and Federal requirements.

b) Development and site alteration will not be permitted in habitat of endangered species and threatened species, except in accordance with Provincial and Federal requirements.

c) Nothing in the policies of Section 4.0 are intended to limit the ability of agricultural uses to continue.

The subject site is not located in proximity to any significant woodlands, valleylands, significant wildlife habitat, coastal wetlands, or habitat of endangered or threatened species. The Environmental Impact Study prepared to assess the potential impacts of the proposed development identified fish habitat and an area of natural and scientific interest in proximity to the property. However, due to the separation distance between those features and the site, including intervening vegetation and a roadway, no impacts are anticipated. The proposed development will not limit the ability of agricultural uses.

Section 5 – Natural and Human-Made Hazards

Section 5 of the Official Plan provides policies seeking to protect residents and property by managing natural and human-made hazards, including flood susceptibility, erosion hazards involving loss of land due to human or natural processes that pose a threat to life and property, steep slopes, unstable soils, unstable bedrock, wildland fire hazards, potential hazards associated with waste disposal sites, abandoned mines, potentially contaminated lands, and land uses which may pose unacceptable levels of noise, vibration or odour. The subject property does not contain, nor is it in proximity to, any natural or human made hazards.

Section 6 – Transportation, Infrastructure and Servicing

Section 6 of the Official Plan states that growth and development is serviced through a system of infrastructure, which include the roads and parking facilities, trail systems, sewage and water services, stormwater facilities and waste management systems, utilities and telecommunications infrastructure, electricity generation facilities and transmission and distribution systems, which play an important role in defining the communities and areas within the Counties.

Section 6.1 outlines objectives related to transportation, infrastructure and servicing, the following of which are relevant to the proposed development:

- a) *Promote the establishment of a comprehensive and efficient transportation system to move people and goods to support economic development objectives of the Counties.*
- d) *Optimize the use of existing infrastructure and public facilities prior to considering the development of new infrastructure.*

The proposed boat storage use will support an existing tourist commercial use and economic development in the United Counties. Due to the low level of traffic anticipated to be generated from the proposed development, the Traffic Impact Study does not anticipate any impacts on traffic operations surrounding the property. This proposal will not require any new infrastructure or public facilities.

- f) *Encourage effective, efficient and sustainable stormwater management and low impact development measures to support water quality maintenance and flood and erosion management.*

The Stormwater Management Report assessed the proposed development and potential changes to water quality and quantity as a result. The report indicates that the proposed development presents a low risk with regards to regards to stormwater runoff affecting neighboring properties due to the location of the site, the amount of area for dispersion, and infiltration of runoff from the developed portion of the site. The development incorporates stormwater management best practices to support water quality and flood and erosion management.

Section 6.2 provides policies relating to the transportation system, including roads, cycling and trails, waterways and rail corridors.

- 6.2.1f) *Access to a Provincial Highway, County Road or local municipal road will require approval from the Province, Counties and/or local municipality, as applicable.*

The proposed development will retain and utilize the existing property access from Fitzsimmons Road. The proposed development will be reviewed by the Township to confirm if any changes or upgrades are necessary to support the existing access and proposed use of the site.

- i) *The Counties will encourage the efficient use of existing and planned infrastructure, including the use of transportation demand management strategies, where feasible.*
- j) *The Counties support the protection of major goods movement facilities and corridors for the long term, by ensuring that development proposed on adjacent lands is compatible and supportive of the long term purposes of the corridor and is designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities.*

The proposed development will efficiently utilize existing rural infrastructure, including the road network, and will not require the expansion of municipal infrastructure. The Traffic Impact Study prepared in support of the proposed development confirms that the existing surrounding transportation network is appropriate to support the proposed development and low traffic generated.

Section 6.3 provides policies related to water and wastewater systems and stormwater management practices:

6.3.1 c) *Where municipal sewage services and municipal water services or private communal sewage services and private communal water services are not provided, individual onsite sewage services and individual on-site water services may be used provided that site conditions are suitable for the long-term provision of such services with no negative impacts.*

e) *Limited rural development will be permitted on individual on-site sewage services and individual on-site water services.*

The proposed development will be serviced by a private well and septic system and will not require the expansion of municipal infrastructure.

Section 6.3.2 a) As part of the Counties' approval authority in accordance with the policies of Section 7.6 of this Plan, the Counties may require stormwater management controls in their approval of certain development applications. In addition, the Counties will encourage local municipalities in their planning for stormwater management to:

i. minimize, or, where possible, prevent increases in contaminant loads;

ii. minimize changes in water balance and erosion;

iii. not increase risks to human health and safety and property damage;

iv. maximize the extent and function of vegetative and pervious surfaces; and

v. promote stormwater management best practices, including stormwater attenuation and re-use, and low impact development.

A Stormwater Management Report was prepared to assess the proposed development impacts to water quality and quantity as a result of the development. The study does not anticipate increases in contaminant loads, changes in water balance and erosion, or risk to human health and safety. The proposed development will utilize overland flow to the south corner of the lot, following natural drainage paths, a new swale along the south property line, and storm detention basin to collect and direct all runoff from the site to the roadside ditch on Fitzsimmons Road.

Section 6.3.2 c) The Counties and local municipalities will promote naturalized stormwater management facilities, constructed with gentle slopes. Applications for development which require stormwater management facilities will be required to be supported by a stormwater quality/quantity management study. The planning and design of stormwater facilities should be undertaken in accordance with the Province's Stormwater Management Planning and Design Manual, and applicable watershed studies, master drainage plans or master stormwater management plans, where they exist, and in consultation with the local municipality and the applicable Conservation Authority.

A Stormwater Management Report was prepared to assess the proposed development impacts to water quality and quantity as a result of the development. The proposed development will utilize overland flow to the south corner of the lot, following natural drainage paths, a new swale along the south property line, and storm detention basin to collect and direct all runoff from the site to the roadside ditch on Fitzsimmons Road.

It is our professional planning opinion that the proposed development conforms with the policies of the United Counties of Leeds and Grenville Official Plan.

4.3 Township of Leeds and the Thousand Islands Official Plan

The Township of Leeds and the Thousand Islands Official Plan was adopted by Council on September 10, 2018 and approved by the United Counties of Leeds and Grenville on November 22, 2018. The Township's Official Plan establishes a vision, goals, objectives, and policies to manage and direct physical development and the effect of change on the physical, social, cultural, economic, and natural environmental until 2031. The Official Plan contains policies of Council which will guide and direct future growth and development within the municipality.

The subject site is located in the Thousand Islands Special Policy Area and designated Rural on Schedule A1 of the Official Plan. In order to implement the proposed development, it is necessary to change the land use designation on the site from Rural to Tourist Commercial. For the purposes of addressing the appropriateness of the proposed development in the context of the Official Plan, the development will be assessed under the proposed land use designation.

The relevant policy considerations of the Official Plan are discussed below (with policies in *Italics*). The following sections of the Official Plan are addressed:

- / Section 3 – Purpose, Goal, Objectives;
- / Section 4 – General Land Use Policies;
- / Section 5 – Land Use Designation Policies;
- / Section 6 – Water Resources Policies;
- / Section 7 – Transportation and Infrastructure;
- / Section 8 – Division of Land; and,
- / Section 9 – Implementation.

Section 3 – Purpose, Goal, Objectives

Section 3 of the Official Plan outlines the Township's vision statement and the Plan's overarching goal, as well as various objectives to achieve the stated goal. The objectives of the Plan include:

3.3(6) Steady, diversified and balanced economic growth shall be encouraged to build a strong economic base. The Township shall be known as being open for business.

(9) New and existing local businesses and agricultural operations shall be supported in the Township's growth and development.

The proposal seeks to allow the development of the property with a boat storage use which will support the existing local Peck's Marina business. The proposed storage buildings will also support a greater number of tourists in the Township which will positively contribute to the local economy.

(14) In reviewing development proposals, the Township shall consider the potential impacts of climate change and increased risks of associated with development near natural hazards, as well as the importance of adaptation and mitigation responses.

One of the primary goals of the indoor boat storage buildings is to eliminate the requirement of shrink-wrapping boats with plastic and using anti-freeze, which are currently necessary for outdoor winter boat storage. By storing boats indoors over the winter, plastic wrapping and antifreeze are not required. By eliminating these requirements, the proposed facility seeks to eliminate waste and pollutants and positively contribute to climate change mitigation.

(16) Natural heritage features and areas shall be identified, preserved and enhanced.

The Environmental Impact Study identified fish habitat and an area of natural and scientific interest in proximity to the site. Due to the separation distance between those features and the site, including intervening vegetation and a roadway, no impacts are anticipated to the natural environment as a result of the proposal.

Section 4 – General Land Use Policies

Section 4 of the Official Plan provides policies intended to address development issues which are common to more than one land use designation. Section 4.6 provides policy direction related to compatibility and built form. Section 4.6.1 outlines general development design standards, including:

1. *In reviewing all types of development and redevelopment applications, Council shall be satisfied that the proposed development is compatible with the surrounding uses, built form, and general character of the area.*
2. *Compatibility of new development should be assessed based on the following criteria:*
 - a. *Height and massing: building height, massing, and scale should be assessed based on the planned or existing uses or adjacent properties, as well as the character established by the prevailing pattern of abutting development and development that is across the street;*

The proposed development seeks to introduce a building height and massing which are greater than the immediate surrounding rural residential uses, however, the proposal includes a variety of mitigation measures to ensure functional compatibility with the surrounding area. Enhanced vegetation and tree plantings will be provided along both road frontages to serve as buffers and visual screening from surrounding rural residential uses. As well, the existing wooded area in the eastern portion of the site will be retained along with the trees along the southern property boundary. In addition, increased setbacks are proposed from both roads and

adjacent properties. The proposed development has been carefully designed and is not anticipated to visually affect the surrounding rural landscape.

- b. Landscaping: Landscaping may be required as a buffer between uses and shall be a sufficient depth as determined through the Zoning By-law;*

Enhanced vegetation and tree plantings will be provided along both road frontages to serve as buffers and visual screening from surrounding rural residential uses. As well, the existing wooded area in the eastern portion of the site will be retained along with the trees along the southern property boundary, which will provide additional physical and visual buffering. Various types of coniferous trees are proposed for additional landscaping to ensure that screening of the property is provided year-round.

- c. Lighting: the potential for light spill over or glare onto adjacent light-sensitive areas or the sky must be minimized;*

It is anticipated that the proposed development will utilize dark sky-certified exterior lighting and engineering best practices to ensure that impacts are minimized. Details, such as a lighting plan, will be prepared and reviewed during the site plan control stage.

- d. Noise and air quality: The development should be located and designed to minimize the potential for significant adverse impacts on adjacent sensitive uses related to noise, odours, and other emissions;*

A Noise Impact Study was prepared to assess the proposed development, and concluded that the proposal meets all of the Ministry's noise criteria, provided activities on the site are conducted between 7 a.m. and 7 p.m. No noise control measures are necessary and no noise impacts are anticipated for adjacent rural residential uses.

- e. Outdoor amenity areas: The privacy of outdoor amenity areas of adjacent residential units must be respected;*

The retention of the existing wooded area and increased setbacks from adjacent properties will mitigate any potential impacts of intrusive overlook. As such, the proposed development is not anticipated to impact the privacy of outdoor amenity areas of adjacent rural residential properties.

- f. Parking: Adequate on-site parking must be provided in accordance with the provisions of the Zoning By-law, with minimal impact on adjacent uses. For higher density development within settlement areas, the Township may consider permitting reduced standards for on-site parking, or off-site parking, where accommodation of on-site parking is not possible;*

The proposal seeks to reduce the amount of required on-site parking in recognize of the low intensity use and low number of site users. Limited on-site parking is proposed north of the west building to minimize any potential impact on adjacent rural residential uses.

- g. Safety: The development should be designed with the principles of Crime Prevention Through Environmental Design (CPTED) and other best practices, to ensure that opportunities for crime and threats to public safety are reduced or minimized. CPTED is a proactive design philosophy based on the belief that the proper design and effective use of the built environment can lead to a reduction in the fear and incidence of crime, as well as an improvement in the quality of life (CPTED Ontario, 2014);*

The proposed development has been designed to minimize opportunities for crime and threats to public safety. The proposal incorporates various CPTED design principles, including adequate external lighting, property upkeep standards, and a built form that supports open sight lines.

- h. Setbacks: Prevailing patterns of rear and side yard setbacks, building separation, landscaped open spaces, and outdoor amenity areas as established by existing zoning where the proposed pattern is different from the existing pattern of development;*

The proposed development includes setbacks from all lot lines which exceed the minimum requirements of the zoning by-law to support compatibility with the surrounding rural residential land uses. The increased setbacks will buffer the proposed development and mitigate potential impacts. As well, the enlarged setbacks will allow increased tree retention on the site, providing additional visual screening and further vegetative buffering for abutting uses.

- i. Shadowing: Shadowing on adjacent properties must be minimized, particularly on outdoor amenity areas;*

The site layout has been designed to minimize shadowing on adjacent properties. The proposed storage buildings are centrally located on the site to maximize setbacks from adjacent rural residential uses to the north, south and east and in turn minimize shadowing potential.

- j. Traffic impacts: The road network or waterbody in the vicinity of the proposed development can accommodate the vehicular or boat traffic generated;*

The Traffic Impact Study (TIS) prepared in support of the proposed development concluded that the proposal will have little to no impact on surrounding traffic network. The TIS noted that marginal improvements to the road network could be made, such as tree clearing within the road right-of-way to increase visibility, however the road network was ultimately found to be suitable to support the proposed development.

- k. Transition: The need to provide a transition between areas of different development intensity and scale, including through the use of incremental changes in building height, massing, setbacks and stepbacks;*

The proposed development seeks to allow an increased maximum building height, however, impacts to adjacent properties are not anticipated due to sufficient setbacks and treed buffers. The transition in development intensity is minimal as the proposed tourist commercial use is passive and seasonal in nature. The proposed boat storage facility will only be operational in the spring (April-May) when boats will be transported, at the rate of approximately two boats a day, to the marina, and in the fall (September 15 – December 1) when the boats are taken off the water and transported to the facility, at a similar rate. The proposed development is not anticipated to visually affect the surrounding rural landscape, nor is the functionality of the site anticipated to impact surrounding rural residential uses.

- l. Vehicular access: The location and orientation of vehicle access must take into account impact on adjacent properties including noise, glare, and loss of privacy, as well as safety of pedestrians and pedestrian access.*

Vehicular access to the site is proposed to remain from Fitzsimmons Road on the west side of the site. This location will provide maximum separation from the intersection and minimize impacts to adjacent properties. Landscaping along both road frontages will also reduce glare and headlight spill onto surrounding properties.

Section 4.6.2 of the Plan permits the Township to undertake the preparation of Design Guidelines for certain areas within the Township. The intent of the Design Guidelines is to develop a list of criteria that can be used in the design stage by owners/developers, and by the Township to evaluate development applications to ensure that the broader goals, objectives, and intent of the policies of this Plan are met, while ensuring compatibility with adjacent land uses and that the prevailing character and built form of an area is maintained or enhanced. The site is not subject to any Design Guidelines prepared by the Township at the time of writing this report. The proposed does, however, conform with the intent of the policies and broader objectives of the Plan, as discussed herein. Further the proposed development is compatible with the surrounding rural landscape and is not anticipated to impact adjacent rural residential uses.

Section 4.8 provides policies regarding cultural heritage and archaeological resources. Section 4.8.3 specifically addresses archaeological considerations, including:

4.8.3.4 Where a development proposal or site alteration is proposed on lands containing archaeological resources or is within an area considered to have archaeological potential, the Township shall require an applicant to undertake an archaeological assessment of the lands to determine the nature and extent of any archaeological resources on the site. The archaeological assessment shall be conducted by an archaeologist licensed under the Ontario Heritage Act, and shall be in compliance with the Standards and Guidelines for Consultant Archaeologists set out by the MTCS, as well as licensing requirements developed under the Ontario Heritage Act. The archaeological assessment shall be submitted to the Township and the Ministry.

A Stage 1 and 2 Archaeological Assessment was prepared in support of the proposed development by a licensed archaeologist in accordance with the Plan. The report concluded that the site does not contain any significant archaeological resources and that no further work is required.

Section 4.9 provides policies that recognize the wide opportunities for economic development from various land use sectors to create complete communities, including:

4.9.1.1 Council intends to increase its efforts to promote the Township's nonresidential development potential, such as agriculture, recreation, and tourism, commercial, industrial, service-based, and knowledge-based businesses, among other sectors; the aim of such efforts is to strengthen the municipality's financial position, provide enhanced employment opportunities for residents and increased local access to a wider range of goods and services.

The proposed development will support on-going tourist activities in the Township, as the proposal will support additional boaters. The proposed development represents the continuation of an established tourist commercial use that provides valuable tourist services for residents and visitors of the Township.

4.9.1.3 Commercial and industrial uses shall be encouraged within Settlement Areas and the Rural designation, in accordance with the policies of those land use designations.

The subject site is located in the rural designation in proximity to the associated marina. This designation and area are intended to accommodate commercial uses, therefore, the site is an appropriate location for the proposed boat storage use.

Section 4.9.2 provides policies that contribute to the Township as a recreational and tourism hub, including:

1. Encourage and work with government bodies, boards, commissions, committees, business organizations, private investors and non-profit groups and associations with an interest in tourism in Leeds and the Thousand Islands, to expand and market the Township as a tourist and recreation destination. Numerous organizations such as Parks Canada, Cataraqui Region Conservation Authority, St. Lawrence Parks Commission, the Biosphere Network, various provincial ministries as well as business, ratepayers, lake, sporting, conservation and other associations, play a direct or indirect role in supporting tourism and recreational objectives and are the Township's partners in this common interest.

The proposed development will result in the continuation and an increased capacity of an existing tourist commercial uses, Peck's Marina, which will improve the operational efficiency and more broadly support tourism in the Township.

2. Build upon the key recreational and tourism foundations – the Rideau Canal, St. Lawrence River, extensive lake system, Charleston Lake Provincial Park, the 1000 Islands Parkway and other trail systems and various conservation and public park facilities, as illustrated on Schedules 'A1' and 'A2'

3. Support policies and initiatives to foster growth in the provision of tourist accommodation, restaurant facilities, and service and retail facilities oriented to seasonal residents and the touring or travelling public.

The proposed development represents the increased capacity of services offered at Peck's Marina, an established tourist commercial business located on the St. Lawrence River and facilitating recreational use and travel along the river.

4. Support and encourage the development of linkages between recreational trails, settlement areas, tourist attractions, points of interest and areas of scenic or environmental interest, both within and outside the Township.

The proposed development will support tourist commercial uses within and outside the Township associated with the St. Lawrence River, a tourist attraction and area of scenic and environmental interest.

5. Undertake and support tourism, recreational, heritage, community improvement and economic development studies and programs and actively promote the Township's opportunities as a year-round recreational and tourist destination.

6. *Encourage tourism initiatives such as seasonal festivals and sporting and cultural events, as well as tourism initiatives in the shoulder seasons.*

The proposed development represents the continuation and increased capacity of the seasonal services offered by Peck's Marina, an established tourist commercial use.

7. *Where feasible, enter into public-private partnerships to develop tourism-oriented projects.*

The proposed development will not result in a public-private partnership.

Section 4.14 provides policy direction for the requirements of noise and vibration studies to be included with development applications. A Noise Impact Study was prepared in support of the proposed development by a qualified professional to determine the potential noise impact from the proposed storage and to recommend potential noise attenuation measures to comply with the Province's noise criteria, as necessary. The study concluded that the proposed development meets all MECP's noise criteria, provided activities on the site are conducted between 7 a.m. and 7 p.m. and, therefore, no noise control measures are required.

Section 4.20 provides policies governing tree protection, including street trees, in evaluating development applications. The subject site contains a large area of trees in the east portion which will remain untouched through the proposed development. As well, an area of mature trees are located at the northwest corner of the property which are also proposed to remain. The proposed development and overall site layout has been designed to maintain trees and vegetation to the extent possible. Enhanced landscaping, including additional tree planting, is proposed along both road frontages.

Section 5 – Land Use Designation Policies

Section 5 of the Official Plan contains policies applicable to the Township's land use designations. The subject site is located within the Thousand Islands Special Policy Area and designated Rural on Schedule A1 Land Use Designations of the Township of Leeds and the Thousand Islands Official Plan.



Figure 9: Land Use Designation (Source: Schedule A1 Land Use Designations of the Township of Leeds and the Thousand Islands Official Plan)

Section 5.5 provides policies related to the natural heritage system. Section 5.5.8 specifically relates to woodlands, which are defined as treed areas that provide environmental and economic benefits to both the private landowner and the general public. A portion of the subject site is identified as containing woodlands on Schedule A3 Natural Heritage System: Woodlands of the Township of Leeds and Thousand Islands Official Plan.

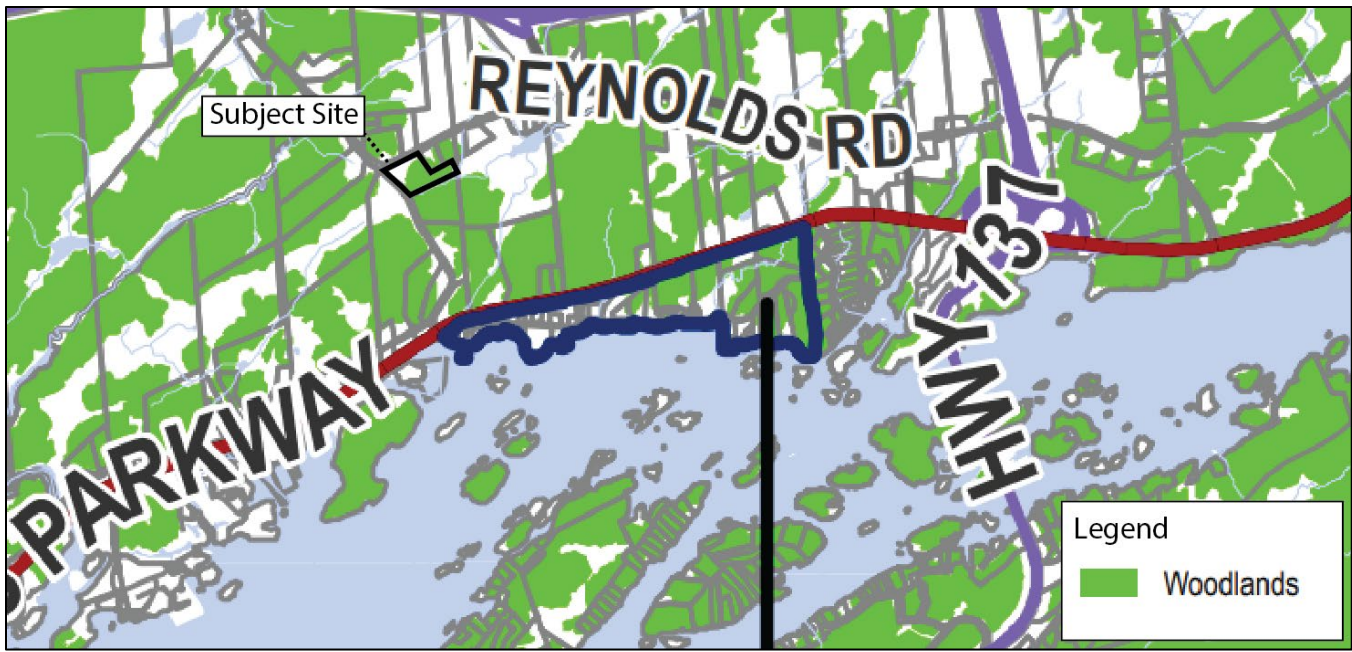


Figure 10: Woodlands Identification, Schedule A3 Natural Heritage System: Woodlands (Source: Township of Leeds and the Thousand Islands Official Plan)

Section 5.5 further states the intent of the Plan is to conserve significant woodlands and vegetation, however the woodlands identified on Schedule A3 are based on available provincial mapping which has not been groundtruthed at the Counties or Township levels.

5.5.8.2. Existing development shall be permitted within woodlands and significant woodlands. Development on existing lots of record shall be permitted, subject to all other relevant policies of this Plan.

An Environmental Impact Study (EIS) was prepared to assess the proposed development and natural features on and surrounding the property. The potential significant woodland area identified in Schedule 3A was assessed based on the significant woodland ranking criteria and was determined not to be significant. The proposal represents development of an existing vacant lot of record.

3. New development should be directed away from woodlands.

4. Development and site alteration shall not be permitted within or adjacent to significant woodlands, unless it has been demonstrated, through the preparation of an Environmental Impact Study (EIS) in accordance with the Environmental Impact Study Section of this Plan, that there will be no negative impacts on the natural features or their ecological functions.

An EIS was prepared in accordance with the criteria of the Plan to assess the proposed development. The potential significant woodland area identified in Schedule 3A was also assessed based on the significant woodland ranking criteria and was determined not to be significant. The study recommends that any tree or site clearing take place outside of roosting and migratory bird breeding season out of an abundance of caution. The EIS concludes that the proposed development will not result in any negative impacts to natural features.

5. Within woodlands, permitted development should seek to minimize its footprint.

The EIS confirms that the woodland identified in Schedule 3A is not significant. The proposed development has been located on site within the existing disturbed area to limit additional tree removal. The buildings have been located to retain the existing trees in the northwest corner of the property, along the southern lot line and within the eastern portion of the site.

Section 5.9 provides policy direction for special policy areas, which are portions of the Township where unique attributes require modified approaches to land use and development in order to protect their fundamental values.

The subject site is located in the Thousand Islands Special Policy Area (Land South of Highway 401), as identified on Schedule A1 of the Official Plan.

Section 5.9.2 provides policy direction for the Thousand Islands Special Policy Area, which continues to be an area of unique importance to its residents and tourists.

5.9.2.1 The special character of the Thousand Islands Area is a vital aspect of the Township's economy, and it is recognized that care is needed to prevent overdevelopment that could jeopardize its unique natural and cultural environment, waterfront character, and sense of place enjoyed by both existing residents and tourists, and future generations.

The subject site is located within the special policy area north of the Thousand Islands Parkway, south of the Highway 401 and does not have any water frontage. The proposed development seeks to support an existing tourist business of the Township by increasing their capacity for users and tourists of the Township. The proposed development is contained to a single vacant lot and is not expected to result in the overdevelopment of the area or jeopardize the unique natural and cultural characteristics of the area.

5.9.2.2 The Thousand Islands area, known for its world class natural beauty and special character, will be protected from over-development. Through contextually appropriate development, public access and recreation opportunities will be improved to ensure that it remains a natural and cultural showpiece for the future.

The proposed development includes two boat storage buildings and will incorporate landscaping and trees along both road frontages to screen the views of the property from the surrounding rural residential uses. The retention and addition of new landscaping seeks to ensure the world class beauty and special character of the area is protected. The proposed development seeks to contribute to recreational opportunities offered by Peck's Marina that showcase the natural and cultural significance of the St. Lawrence River.

5.9.2.2.2 provides policies regulating new development for commercial, industrial, and active recreation uses in the special policy area:

5.9.2.2.2.1. Commercial, Industrial, and Active Recreation Uses

b) Tourist commercial uses shall be encouraged as the main form of commercial development south of Highway 401. The uses permitted on lands designated Tourist Commercial in this Official Plan, located south of Highway 401, shall generally be limited to tourist accommodation, dining, tourist services, and similar uses, as well as multi-residential uses associated with a tourist commercial use.

The proposed development represents additional tourist commercial use south of Highway 401 in the form of an indoor boat storage facility. The proposal represents the continuation and increased capacity of seasonal services offered by Peck's Marina, an established business offering services to both residential and tourists of the Township.

d) Commercial and industrial uses located on County or Township roads shall not be closer than 395 m (1,296 feet) to the centre point of any intersection on the 1000 Islands Parkway, and their establishment shall have negligible impact on neighbouring uses, in accordance with the Compatibility and Built Form Section of this Plan.

The subject site is located north of the 1000 Islands Parkway with frontage on Fitzsimmons Road and Granite Ridge Road, both local Township roads, and located approximately 590 metres north of the intersection of Thousands Island Parkway and Fitzsimmons Road. The policies of Section 4.6.1 have been reviewed above. Through the location of the buildings towards the centre of the property, increased setbacks from all lots lines, and the enhancement of on-site landscaping and trees, the proposed development is anticipated to have negligible impact on neighbouring rural residential uses.

e) The establishment of new tourist commercial uses, or mixed-use developments consisting of tourist commercial uses and associated multi-residential uses shall be permitted, without the need for an amendment to the Official Plan, where the new proposed development is an extension of an existing use or is located adjacent to lands designated as Tourist Commercial. An amendment to the Official Plan, as well as to the Zoning By-law, shall be required in order to establish new Tourist Commercial areas south of Highway 401, which do not comprise an extension of an existing use or are not located adjacent to

existing lands designated Tourist Commercial. In considering such applications, Council will be guided by the relevant policies of the Thousand Islands Area (Land South of Highway 401) and Compatibility and Built Form Sections of this Plan, and any other policies of this Plan, as applicable. In addition, the proposed development needs to demonstrate its visual impact on the 1000 Islands Parkway and the 1000 Islands landscape, and that insufficient land is currently available for such use in the area south of Highway 401.

The subject site is not currently designated or adjacent to a property designated Tourist Commercial. In order to allow the proposed boat storage use on the property, an Official Plan Amendment and Zoning by-law Amendment are required to re-designate and rezone the site to Tourist Commercial. The applicable policies of the Thousand Islands Area (Land South of Highway 401) section are addressed above and below, and the policies of Section 4.6.1 Compatibility and Built Form are addressed above. The proposed development will not visually impact the 1000 Islands Parkway, nor the 1000 Islands landscape, as the property is located approximately 590 metres north of the intersection of Thousands Island Parkway and Fitzsimmons Road and the trees along the southern property boundary are proposed to be retained to visually screen the development. The site has been selected for this use as it is a large, vacant parcel within a rural area south of Highway 401 in proximity to the existing Peck's Marina location.

f) The Township shall encourage tourism nodes to promote and attract increased tourism.

The proposed development is located in proximity to the existing marina in order to increase efficiency of the tourism node along the St. Lawrence River.

g) Tourist commercial and industrial uses are designated as Site Plan Control areas.

A future Site Plan Control application will be required to facilitate the development as proposed.

Section 6 – Water Resources Policies

Section 6.0 of the Official Plan provides policies related to water resources. Section 6.1.3 specifically provides policies regarding stormwater management:

6.1.3.1. The Township shall encourage stormwater management practices that:

- a) Minimize or, where feasible, prevent increases in contaminant loads;*
- b) Minimize changes in water balance and erosion;*
- c) Avoid increasing risks to human health and safety, and property damage;*
- d) Maximize the extent and function of vegetative and pervious surfaces; and*
- e) Promote stormwater management best practices, including stormwater attenuation and reuse, and low impact development.*

A Stormwater Management Report was prepared to assess potential impacts to water quality and quantity as a result of the development. The study does not anticipate increases in contaminant loads, changes in water balance and erosion, or risk to human health and safety. The proposed development will utilize overland flow to the south corner of the lot, following natural drainage paths, a new swale along the south property line, and storm detention basin to collect and direct all runoff from the site to the roadside ditch on Fitzsimmons Road.

2. Adequate on-site stormwater quality and quantity controls shall be provided in support of new development proposals, excluding agricultural uses. Stormwater facilities and treatment systems shall be planned and designed in accordance with the Ministry of the Environment, Conservation and Parks's Stormwater Management Planning and Design Manual, and according to the requirements of other agencies having jurisdiction. The Stormwater Management Plan shall include provisions for minimizing changes in water balance and erosion; reduce risks to human health and property damage, maximize the extent and function of vegetative and pervious surfaces; and promote stormwater best practices.

The Stormwater Management Report indicates that the proposed development presents a low risk with regards to stormwater runoff affecting neighboring properties due to the location of the site, the amount of area for dispersion, and infiltration of runoff from the developed portion of the site. The development will utilize overland flow to the south corner of the lot, following natural drainage paths, a new swale along the south property line, and storm detention basin to collect and direct all runoff from the site to the roadside ditch on Fitzsimmons Road.

3. The municipality prefers stormwater management approaches which reduce the potential need for municipality-owned or operated control or treatment facilities.

The proposed development will utilize on-site stormwater management and will not require municipality-owned or operated stormwater control or treatment facilities.

4. A Stormwater Management Plan shall be required for new plans of subdivision and major development proposals, including any development consisting of more than four lots, for commercial or industrial developments covering large lots (more than 1 hectare or 2.5 acres), and for developments with large amounts of impervious or granular surface area. A Stormwater Management Plan may also be required for development of a smaller scale, at the discretion of Council or the delegated approval authority.

5. Where required, the Stormwater Management Plan shall outline means to lessen nutrient input into surrounding water bodies and municipal storm sewers after construction. A construction-mitigation plan shall outline means to lessen nutrient inputs during construction. The Stormwater Management Plan shall be submitted to the municipality or the delegated approval authority for approval. Approved recommendations from the Stormwater Management Plan shall be implemented through the development approval process.

A Grading and Drainage Plan has been prepared in accordance with the policies of the Plan in support of the proposed development.

6. Due to the Township's many sensitive natural heritage features and areas, particularly rivers, lakes, and streams, and development pressure in waterfront areas, appropriate stormwater management is also required for small-scale residential development. While a Stormwater Management Plan may not be identified as a requirement for every application for residential, commercial, and industrial development or site alteration, as determined at the discretion of Council or the delegated approval authority, the following principles will be applied, particularly for waterfront development:

- a) Impervious surface areas immediately adjacent to a waterbody should be limited and pervious surface areas should be used to the extent feasible, in order to reduce unfiltered runoff from entering the waterbody;*
- b) Vegetative planting strips, consisting of primarily native species where possible, should be maintained or restored for the first 15 m from a waterbody to provide filtration for any runoff that may be directed or flow towards a waterbody; and*
- c) Runoff from buildings and structures should be directed away from surface waterbodies and towards back-slope areas in order to minimize concentrated flows and high-volume sheeting of stormwater from entering a waterbody, contributing to erosion.*

The subject property is not located with water frontage. The development will utilize overland flow to the south corner of the lot, following natural drainage paths, a new swale along the south property line, and storm detention basin to collect and direct all runoff from the site to the roadside ditch on Fitzsimmons Road. The Stormwater Management Report indicates the development poses a low risk with regards to stormwater runoff affecting neighboring properties due to the location of the site, the amount of area for dispersion, and infiltration of runoff from the developed portion of the site.

7. Development applications having potential impacts on the storm drainage system along County roads or Provincial highways shall be circulated to the Counties' Engineer or the Ministry of Transportation, as applicable.

The subject site is located with frontage on two local roads. Impacts to County roads or Provincial highways are not anticipated.

Section 7 – Transportation and Infrastructure

Section 7.0 of the Official Plan provides policies and objectives for transportation across the Township as well as the maintenance and enhancement of municipal infrastructure. Section 7.4 provides policies related to roads.

7.4(1) Road classifications have been identified on the Schedules of this Plan. The roads are classified according to the function they should perform. Traffic on higher order roads, such as County roads, will have priority over traffic on lower order roads, such as local Township roads. Proposed road allowance widths and standards are established for each class of road, where appropriate.

7.4(2) A safe, convenient and functional multi-modal road network for all road users is of great importance to the municipality. It is especially important to the residents for the delivery of municipal services, such as road maintenance, snow ploughing, school bus service, fire, ambulance and police protection. It is,

therefore, a policy of this Plan to work toward the maintenance and improvement of the road system for all road users within the financial capability of the Township and in cooperation with the United Counties of Leeds and Grenville and the Ministry of Transportation.

7.4(3) In accordance with the Planning Act sufficient road widening will, where necessary and feasible, be required as a condition of consent, subdivision or site plan control approval to ensure roads meet the road allowance widths specified in this Plan.

The subject site is located with frontage on Fitzsimmons Road and Granite Ridge Road, both of which are local Township roads, or lower order roads. Any potential need of road widening along either frontage will be considered through the technical circulation of these applications.

7.4(4) Outdoor storage, parking and loading areas shall be visually screened or appropriately located to minimize visibility by the travelling public.

The proposed development will add enhanced landscaping, including tree plantings, along both Fitzsimmons Road and Granite Ridge Road to provide visual screening from the road that is complementary to the surrounding rural landscape. No outdoor storage is proposed.

7.4(5) A transportation impact study, prepared by a professional and certified engineer, may be required by a proponent to address both the impact of any new development upon the roads system, as well as any associated improvements that are required prior to or concurrent with the approval of the development.

A Traffic Impact Study was prepared to review the proposed development and potential impact on the existing road systems. The study indicates that a low number of vehicle trips will be generated by the proposed development during the months of operation, April to May and September to December. As a result, the proposal is not expected to impact the existing road network and no improvements or upgrades are necessary.

Section 7.4.6 more specifically provides policies regarding Township roads:

1. The Township roads identified on the Schedules of this Plan are under municipal jurisdiction and are maintained year-round. Direct access to these roads will only be permitted in locations which can accommodate traffic in a safe manner. Permission for access onto a municipal road must be obtained from the municipality. Where sight deficiencies exist because of curves or grades, no new access will be permitted. The applicant may be permitted to correct the deficiency in a manner acceptable to the municipality, at his own expense, if the character of the road will not be adversely affected.

The proposal will continue to utilize the existing entrance from Fitzsimmons Road, a Township road. No sight deficiencies have been identified along Fitzsimmons Road which may impact the continued use of the existing entrance. The Traffic Impact Study prepared in support of the proposed development confirmed that Fitzsimmons Road can safely accommodate the seasonal traffic generated by the boat storage facility.

2. The proposed road allowance width for local Township roads should be 20 m (65.6 feet), wherever possible. It is the intention of Council that all municipal road allowances eventually be widened to the proposed width of 20 m (65.6 feet), using such mechanisms as subdivision approvals, consent approvals and Site Plan Control approvals, in order to produce a safe and efficient road transportation network in the municipality. The maximum dedication which may be required for a road widening as a condition of site plan approval will be 5 m (16.4 feet), or the amount necessary to provide the proposed right-of-way width, whichever is less.

Any potential need or feasibility of road widening along either frontage will be considered through the technical review of these applications.

Section 7.5 provides policies related to the servicing requirements for all development. Relevant policies of this section are reviewed below:

7.5(8) All other development will be based on private individual services on lots of sufficient size to provide safe water supplies and effective sewage disposal on a long-term cumulative basis. All new lots will have a suitable location for a conventional sewage disposal system leaching bed.

The proposed development will be sufficiently serviced by an on-site private septic system and well. The location of the proposed septic tank and leaching bed are identified on the concept plan.

(9) All private servicing systems shall be subject to the approval of the Ministry of the Environment, Conservation and Parks or the Leeds, Grenville and Lanark District Health Unit.

(10) Sewage disposal systems are a potential source of contamination of ground and surface waters. It is a policy of this Official Plan to maintain a sewage system re-inspection program to ensure that faulty systems are not contributing to water quality problems. The Township's priorities in implementing this policy shall be detailed in the implementing By-law.

The on-site private servicing systems will be subject to review and approval by various approval authorities in accordance with the policies of the Plan.

Section 8 – Division of Land

Section 8.0 of the Official Plan provides policies related to the creation of new lots either by plan of subdivision, plan of condominium, or by consent. These policies regulate the orderly division of land and ensure any parcel being created conforms within the broader policies of the Plan. The subject site represents an existing lot of record, and the proposal will not result in the creation of any new lots.

Section 9 – Implementation

Section 9.0 of the Official Plan details the policies for administering and implementing the Official Plan. Section 9.2 provides direction for official plan amendments:

1. Amendments to the policies and Schedules of this Official Plan shall be required to permit the establishment of uses other than those permitted in this Plan, designate additional areas for a particular use, change the designated uses of a particular area, or change the policies or schedules of this Plan, when such changes are warranted. In general, amendments will only be considered when they are justified, and when the required supportive information is provided. The provisions of the Planning Act with respect to Official Plans amendments apply.

An Official Plan Amendment is proposed to redesignate the site from Rural to Tourist Commercial to allow boat storage associated with a marina. The proposed development is compatible with the rural area and has been designed to appropriately mitigate any impacts to adjacent more sensitive uses. The development can be sufficiently serviced and does not require the expansion or undue improvement of existing municipal infrastructure, including the road network. The proposal is not anticipated to impact the natural heritage system or the safety of the surrounding community.

2. From time to time, new land uses may be proposed that were not specifically contemplated when this Official Plan was prepared. An Official Plan amendment will not always be necessary in order to consider these uses provided the proposed use is compatible with uses permitted in the current land use designation and implementing zone, neighbouring uses, subject to the Compatibility and Built Form Section of this Plan, and is not in conflict with any other applicable policies of this Official Plan. A Zoning By-law amendment shall be required.

An Official Plan Amendment and Zoning By-Law Amendment are being sought to permit the proposed development of the subject site. The proposed development conforms with the intentions of the Tourist Commercial designation and conforms to the compatibility and built form policies of the Plan, as discussed above.

3. Privately-initiated amendments to a new Official Plan (i.e. where the Official Plan was repealed and a new Official Plan was adopted) shall not be considered within two (2) years of the date any part of the Official Plan comes into effect, unless otherwise permitted by a Council resolution to allow the application.

The proposed official plan amendment applies to the existing 2018 Official Plan and is, therefore, outside of the two-year memorandum on privately-initiated amendments.

4. The Township shall consider all complete applications to amend this Official Plan, and shall notify the public, the United Counties of Leeds and Grenville, and other agencies, in accordance with the requirements of the Planning Act. Applications with proposed amendments to this Plan shall include sufficient information to provide Council with an understanding of:

a) The impact of the proposed change on the goals, objectives, and policies in this Plan, the United Counties of Leeds and Grenville Official Plan, and the Provincial Policy Statement;

- b) *The need for the proposed amendment; and*
- c) *The effect of the proposed amendment on the need for public services and facilities.*

A complete application has been submitted for an Official Plan Amendment and is expected to be distributed for review and comment as necessary. A review of applicable policies of the Provincial Policy Statement, United Counties of Leeds and Grenville Official Plan and Township Official Plan has been provided in this report to demonstrate the need for the proposed use and amendment, responses to goals and objectives, mitigation to potential impacts, and the need from a tourist and public service perspective.

5. When amendments are made to the Official Plan, appropriate amendments will also be made to implementing By-laws so that any such By-law is in conformity with the Official Plan.

This proposal includes a concurrent zoning by-law amendment to ensure conformity with the Official Plan.

Section 9.18 provides policy direction for site plan control, including:

1. *Pursuant to Section 41 of the Planning Act the entire area within the corporate limits of the Township of Leeds and the Thousand Islands is proposed as a site plan control area.*
3. *The site plan control process is used to address land use matters including:*
 - a) *Provision of a safe, functional, and visually attractive environment;*
 - b) *Ensuring proposed development to be compatible to the scale, character, and siting of abutting development;*
 - c) *Minimizing impacts on abutting uses;*
 - d) *Delivering universal accessibility to community facilities and services, such as transit;*
 - e) *Providing security, convenience, and amenities equitably for all people;*
 - f) *Providing for safe access, parking and loading for vehicles and all forms of active transportation;*
 - g) *Providing a high standard of landscape amenity, with consideration for accessibility, wayfinding, and buffering of service areas, while retaining natural features, wherever possible;*
 - h) *Providing for control of stormwater and, where applicable, secure necessary service or utility easements, road widenings, and/or parkland or payment-in-lieu thereof;*
 - i) *Providing sustainable features to the extent that provincial legislation allows;*
 - j) *Providing for storage of garbage and other waste materials; and*
 - k) *Protecting waterbodies and waterfront areas.*

A future site plan control application will be required to permit the proposed development in accordance with the policies of the Plan.

Section 9.19 provides the policy direction for zoning by-law amendments:

2. *Amendments to the Zoning By-law will be made only after public notice and consultation as required by the Planning Act and consultation with affected authorities or agencies have been undertaken to satisfaction of Council.*
3. *Privately-initiated applications for amendments to the provisions of a new comprehensive Zoning By-law that implements this Official Plan (i.e. where the Zoning By-law was repealed and a new Zoning By-law was adopted) shall not be considered within two (2) years of the date the new Zoning By-law comes into effect, unless otherwise permitted by a Council resolution to allow the application.*

A pre-application meeting with municipal staff occurred in December 2021 and it is expected that appropriate public notice will be given in advance of the public meeting. This proposal seeks to amend the existing 2007 Township Zoning By-law, therefore, the two (2) year waiting period is not applicable.

It is our professional planning opinion that the proposed Official Plan Amendment and proposed development conform to the policies of the Township of Leeds and the Thousand Islands Official Plan.

5.0 Current and Proposed Zoning

The subject site is regulated by the Township of Leeds and the Thousand Islands Zoning By-law No. 07-079 and is currently zoned Rural (RU) Zone. The proposed boat storage use is not permitted in the existing RU Zone. It is proposed to rezone the subject site to a site-specific Tourist Commercial (CT-X) Zone. The proposed site-specific Tourist Commercial Zone permits a marina, which is defined as:

“a building, structure or place with or without docking facilities where boats and boat accessories are berthed, stored, serviced, repaired or kept for sale or rent and where the facilities for the sale of marine fuels and lubricants may be provided. Accessory uses may include the sale of refreshments and an eating establishment. A Marina may also be used for the sale and servicing of snowmobiles, or all terrain vehicles, and accessories, and for the placement of one or more floating dwellings.”

The proposed boat storage use is captured by the definition of a marina as permitted by the Tourist Commercial Zone. The proposed site-specific zone will limit the use of the property to a marina use only, as well as establish appropriate performance standards for the proposed development.

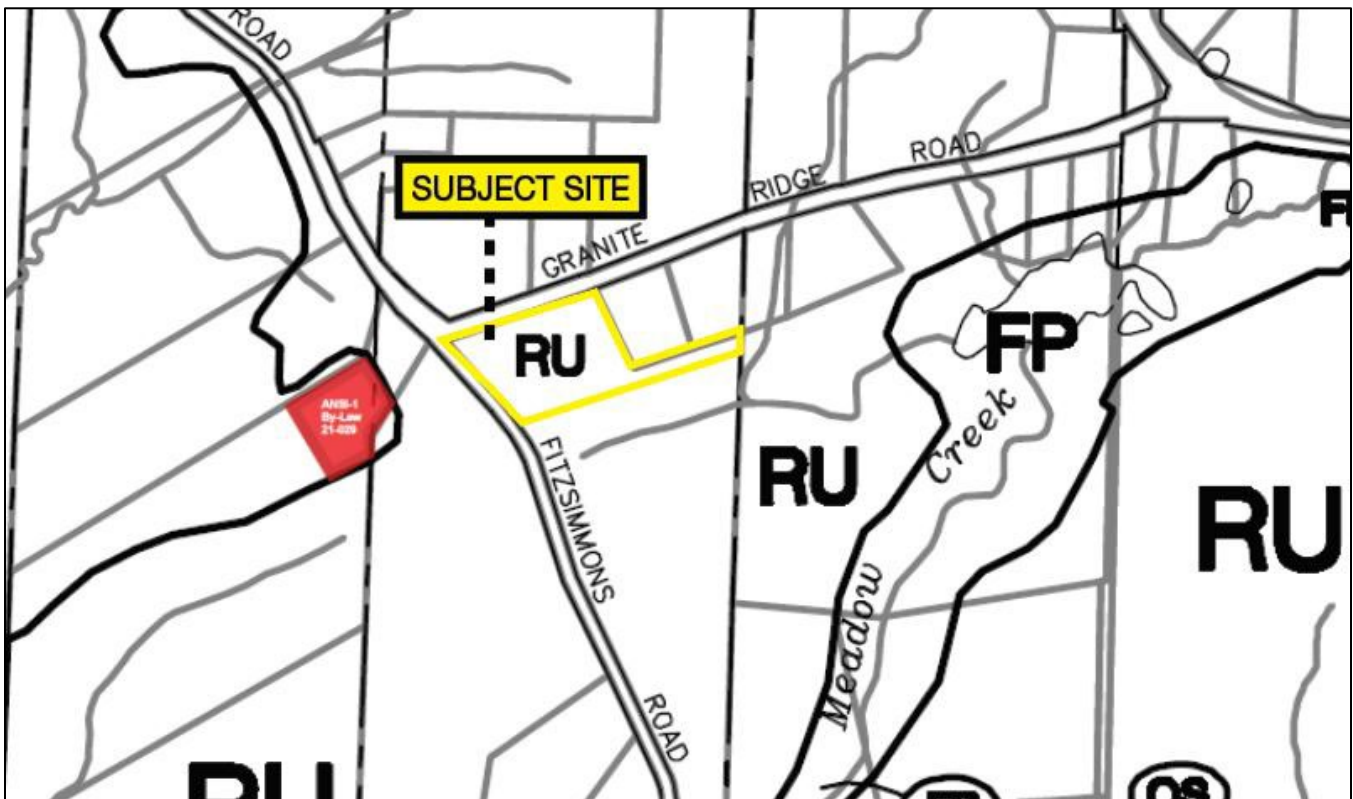


Figure 11: Current Zoning (Source: Township of Leeds and the Thousand Island Zoning By-law No. 07-079 Schedule “E” Ward 3 Shoreline)

The following table provides a detailed review of the proposed development against the Tourist Commercial (CT) Zone provisions and general provisions.

Section 6.3 - Tourist Commercial (CT) Zone – Zoning By-law 07-079			
Provision	Requirement	Proposed	Amendment Required?
Permitted Uses	- accessory dwelling or an accessory dwelling unit;	Marina (Boat Storage)	No

Section 6.3 - Tourist Commercial (CT) Zone – Zoning By-law 07-079			
Provision	Requirement	Proposed	Amendment Required?
	<ul style="list-style-type: none"> - club, commercial; - club, private; - commercial boat line; - conference centre; - gasoline retail facility; - golf course; - import/export brokerage business; - marina; - marine facility; - museum; - miniature golf course and/or driving range; - parking area/lot; - parks; - personal service establishment; - recreational facility; - restaurant; - retail store; - seasonal camp; - tent and trailer park; - tourist lodging establishment. 		
Lot Area (min)	1.0 ha	+/- 3 ha	No
Lot Frontage (min)	60.0 m	136 m on Fitzsimmons Rd 172 m on Granite Ridge Rd	No
Front Yard (min)	10.0 m	27.4 m (Fitzsimmons Rd)	No
Rear Yard (min)	10.0 m	36.3 m	No
Exterior Side Yard (min)	10.0 m	17.1 m	No
Interior Side Yard (min)	5.0 m	11.6 m	No
Building Height (max)	12.0 m	15.0 m	Yes
Lot Coverage	25 %	+/- 23%	No
Dwelling Units Per Lot (max)	1	No residential proposed	No
Section 3 - General Provisions			
Loading Requirements (s.3.14)	(a) Commercial Uses Over 1,000.0 m ² = 2 spaces + 1 additional for each 1,000.0 m ² of floor area (Required: 9 spaces)	6 spaces total, 3 spaces per building	Yes
	(b) Dimensions: 14 m L, 3.5 m W, 4.5 m clearance	To comply	No
	(c) Location: No permitted in front or exterior side yard	Proposed in the exterior side yard	Yes
	(d) Access: 3.5 m wide one-way lane or 6.0 m two-way lane	To comply	No

Section 6.3 - Tourist Commercial (CT) Zone – Zoning By-law 07-079			
Provision	Requirement	Proposed	Amendment Required?
Parking Requirements (s. 3.26(a))	Marina: 1 parking space for each boat slip rented on a seasonal basis 2 parking spaces for each rental boat capable of providing overnight accommodation 1 space / 25.0 m ² (269.12 ft ²) of floor area (Required: 268 parking spaces)	4 on-site surface parking spaces	Yes
Accessible Parking (s. 3.26(b))	(i) Min. 4% of required parking, equal Type A and B required (11 spaces required)	1 space proposed	Yes
	(ii) Dimensions: Type A: 3.5 m wide x 5.5 m long with a 1.5 metre wide aisle	To comply	No
Parking Space Dimensions (s. 3.26(c))	Standard: 2.75 m wide by 5.5 m long	2.75 m by 5.5 m	No
Parking Location (s. 3.26(d))	Required parking may be provided within 100.0 m of the building it is intended to serve.	On-site parking is provided	No
Access to Parking Areas (s. 3.26(f))	(i) Access driveways designated for two-way traffic shall be no less than 6.0 metres (19.69 ft.) wide, but not more than 9.0 metres (29.53 ft.).	6.0 m wide driveway for two-way traffic	No
	(ii) Access to parking areas for commercial or industrial uses shall not pass through a Residential Zone.	Access does not pass through a Residential zone	No
Parking Buffering (s. 3.26(h))	(ii) Where, in a yard in any zone, a parking area abuts a street, a strip of landscaped open space a minimum width of 3.0 metres (9.84 ft.) shall be provided along the lot line abutting the street and shall be continuous except for aisles and driveways required for access to the parking area.	Landscaped strip is provided	No
Setbacks (s. 3.32)	(iv) From Township Roads: min setback from centreline of the right of way shall be 10 m + min front yard setback	37.4 m	No

Maximum Building Height

Relief is requested to permit an increased maximum building height. The maximum building height is proposed to be increased from 12.0 metres to 15.0 metres to permit the proposed built form. The height of the proposed buildings will be sufficiently visually screened from Fitzsimmons Road and Granite Ridge Road with enhanced landscaping and additional tree plantings along both road frontages. Further, the densely treed areas to the south and east of the property are to be retained to further screen the proposed development from adjacent rural residential uses. The buildings will also be designed with a mix of natural materials, including wood and steel, with fenestration and cladding design to reflect unique features of the surrounding landscape and reduce appearance. The increase in maximum building height is appropriately mitigated on the site and is appropriate to support the proposed tourist commercial use.

Loading Requirements

Relief to the required number of loading spaces as well as location of loading spaces on site is proposed. The zoning by-law requires a total of nine loading spaces per the proposed commercial gross floor area. Each proposed building will include three loading doors and an associated loading space for a total of six on-site

loading spaces. It is proposed to reduce the required number of loading spaces to a minimum of six to appropriately support the proposed use. Further, it is also proposed to permit loading spaces in the exterior side yard. Due to the proposed site layout and intent to retain existing trees to the extent possible, the main building access and loading doors are proposed on the north side of the property in the exterior side yard. The proposed loading area will be sufficiently visually screened from Fitzsimmons Road and Granite Ridge Road with enhanced landscaping and additional tree plantings along both road frontages.

On-Site Parking

Relief is requested to reduce the number of required on-site parking spaces. The required number of parking spaces is proposed to be reduced from 268 spaces to 4 on-site surface parking spaces. The required number of parking spaces per the zoning by-law is a calculated ratio of spaces to gross floor area for a commercial use. The proposed tourist commercial use is associated with Peck's Marina, an established commercial business, in the form of seasonal indoor boat storage. The site will not be accessed directly by the public, as it will only be used for the seasonal storage of boats. Further, no employees will work at this site, rather staff will only be on site as needed during the loading and unloading seasons. As such, no members of the public are intended to require access to the site and only limited employees will require access on a seasonal basis. The decrease in the required number of parking spaces is appropriate to support the proposed tourist commercial use and is contextually appropriate for the use.

Accessible Parking

Relief is requested to reduce the number of required accessible parking spaces. The required number of accessible parking spaces is proposed to be reduced from 11 spaces to 1 space. The number of accessible parking spaces per the zoning by-law is calculated as four percent of the total number of parking spaces required. As the proposal seeks to reduce the required number of parking spaces, relief is also sought to reduce the number of accessible spaces. Due to the proposed limited use of the site, no members of general public will be on-site and employees will only be at the site on a seasonal basis. As such, a reduction in the required number of accessible parking spaces is appropriate for the site and proposed use.

6.0 Conclusion

The applicant is proposing an Official Plan Amendment and a Zoning By-law Amendment to permit the development of the subject site with an indoor boat storage use, to support the operations and increase the capacity of Peck's Marina. The Official Plan Amendment seeks to redesignate the site to Tourist Commercial in the Thousand Islands Special Policy Area. The Zoning By-law Amendment seeks to rezone the site to a site-specific Tourist Commercial (CT) Zone to permit the proposed use and describe appropriate performance standards. The proposed development will support on-going tourism associated with the Township and St. Lawrence River in a manner which seeks to respect and be compatible with the surrounding rural residential uses.

The proposed development is consistent with the Provincial Policy Statement, conforms to the United Counties of Leeds and Grenville Official Plan, and conforms to the Township of Leeds and the Thousand Island Official Plan. The proposal represents an appropriate use of the subject site. It is our professional opinion that the proposed development represents good land use planning.

Should you require any additional information, please do not hesitate to contact the undersigned at 613.542.5454 x 226 or at jones@fotenn.com.

Respectfully,



Kelsey Jones, MCIP RPP
Senior Planner
Fotenn Consultants Inc.

Appendix A Official Plan Amendment

THE CORPORATION OF THE TOWNSHIP OF LEEDS AND THE THOUSAND ISLANDS

BY-LAW NO. 23-XXX

A By-law to Amend the Official Plan for the Corporation of the Township of Leeds and the Thousand Islands (Amendment Number ____, known municipally as ____)

WHEREAS on [Date] Fotenn Planning + Design, on behalf of Peck’s Marina, submitted an application for Official Plan Amendment for the property municipally known as ____; and

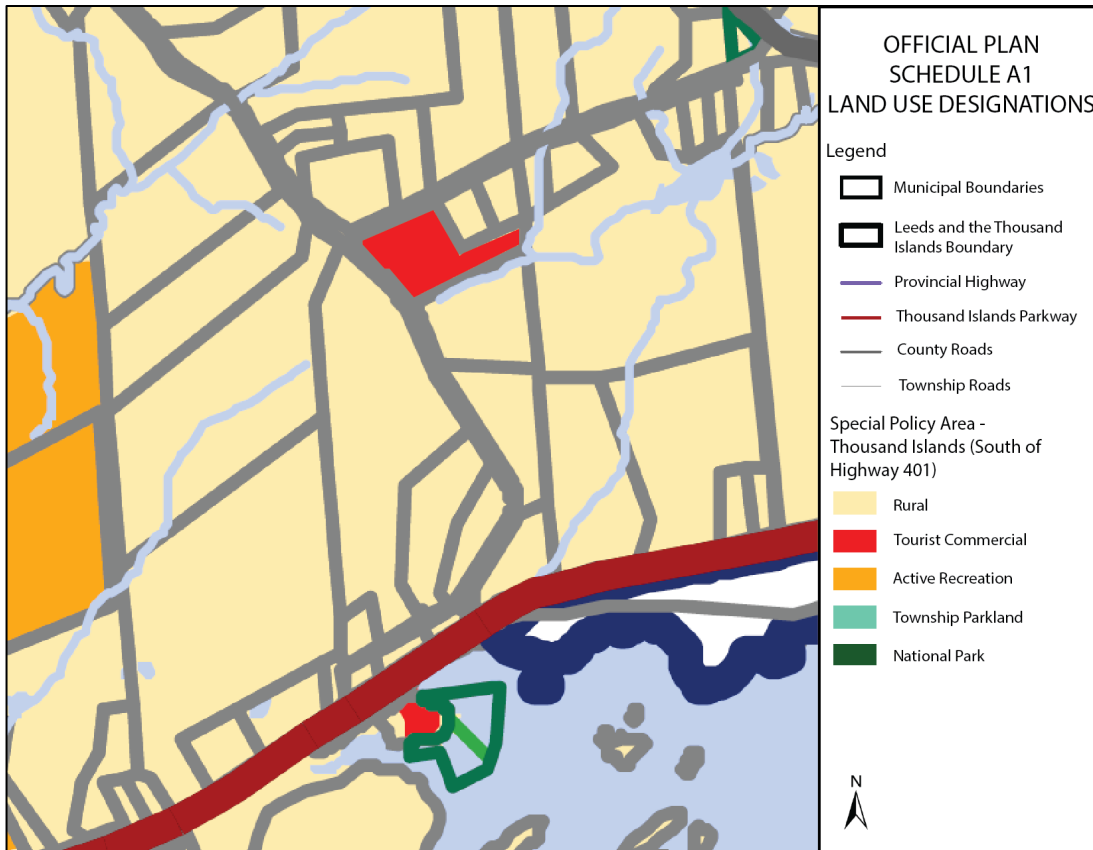
WHEREAS a public meeting was held regarding this amendment on ____, ____;

NOW THEREFORE the Council of The Corporation of the Township of Leeds and the Thousand Islands, in accordance with the provisions of Section 17 of the Planning Act, R.S.O. 1990, c.P13, hereby enacts as follows:

1. The Official Plan for the Township of Leeds and the Thousand Islands is hereby amended by the following map changes which shall constitute Amendment No. __ to the Official Plan for the Township of Leeds and the Thousand Islands.

(a) **Amend** Schedule ‘A1 Land Use Designations’, of the Township of Leeds and the Thousand Islands Official Plan, so as to amend the land use designated of the property located at ____ from Rural Lands to Tourist Commercial

Schedule ‘A’



Appendix B

Zoning By-law Amendment

THE CORPORATION OF THE TOWNSHIP OF LEEDS AND THE THOUSAND ISLANDS

BY-LAW NO. 23-XXX

BEING A BY-LAW TO AMEND ZONING BY-LAW NO. 07-079

(Rural (RU) to Tourist Commercial, Special Exception XX (CT-XX) (zoning to permit marina storage)
(Fitzsimmons Road and Granite Ridge Road, Con 1 Part Lot 17; Township of Leeds and Lansdowne,
Assessment Roll _____, File ZBXX/23)

WHEREAS Zoning By-Law No. 07-079, as amended, was passed under the authority of Section 34 of the Planning Act, R.S.O. 1990, as amended, and regulates the use of land and the use and erection of buildings and structures within the Township of Leeds and the Thousand Islands;

AND WHEREAS Section 34 of the Planning Act, R.S.O. 1990, as amended, permits Council to pass an amending by-law, and the Council of the Township of Leeds and the Thousand Islands deems it advisable to amend Zoning By-Law No. 07-079 with respect to the provisions described in this By-Law;

AND WHEREAS upon approval of Official Plan Amendment No. X the matters herein are in conformity with the provisions of the Official Plan for the Township of Leeds and the Thousand Islands;

NOW THEREFORE the Council for the Corporation of the Township of Leeds and the Thousand Islands ENACTS AS FOLLOWS:

1. **THAT** Schedule 'B' of Zoning By-Law No. 07-079 of the Township of Leeds and the Thousand Islands, as amended, is hereby further amended by replacing the Rural (RU) Zone with the Tourist Commercial Exception (CT-XX) Zone on the parcel of land indicated on Schedule 'A' to this By-law, which also forms a part of this By-law;
2. **THAT** Section 6.3 (c)(xxii) be added as follows:
CT-XX, , Fitzsimmons Road and Granite Ridge Road (File ZBXX/23, By-law 13-XXX)
 - a. Notwithstanding anything contained in Section 6.3 (a), permitted uses, only the following uses shall be permitted:
 - Marina
 - b. Notwithstanding the general provisions, the following shall apply:
 - 6 Loading Space (minimum)
 - Loading spaces are permitted in the exterior side yard
 - 4 Parking Spaces (minimum)
 - 1 Accessible Parking Space (minimum)
3. **THAT THIS BY-LAW** shall come into effect and force upon the date of approval of Official Plan Amendment No. X by the Ministry of Municipal Affairs and Housing, subject to the appeal provisions of the Planning Act.

READ A FIRST AND SECOND TIME THIS ___ DAY OF _____, 2023.

READ A THIRD TIME AND FINALLY PASSED THIS ___ DAY OF _____, 2023.

Corinna Smith-Gatcke, Mayor

Megan Shannon, Clerk

Schedule 'B'

