

Lansdowne Mixed-Use Development

Planning Demonstration Report
Official Plan Amendment + Zoning By-law Amendment + Draft Plan of Subdivision
May 28, 2021



Prepared for 10194549 Canada Ltd.
377 Cadillac Avenue South
Oshawa, On
L1H6A1

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

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1.1 Executive Summary

10194549 Canada Limited and 10725994 Canada Limited are pursuing applications for Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision to develop the lands located north of County Road 2, south of the CN Rail right-of-way and east and west of County Road 3 (Prince Street), in the Village of Lansdowne, Township of Leeds and Thousand Islands. The subject lands are comprised of four (4) parcels with a total developable area of 33.15 hectares (81.9 acres) located within the settlement area. Two (2) parcels of land combine to form the 'east parcel' and two (2) parcels of land combine to form the 'west parcel'. The subject lands form part of the applicant's greater land holdings illustrated in Figure 1 below.

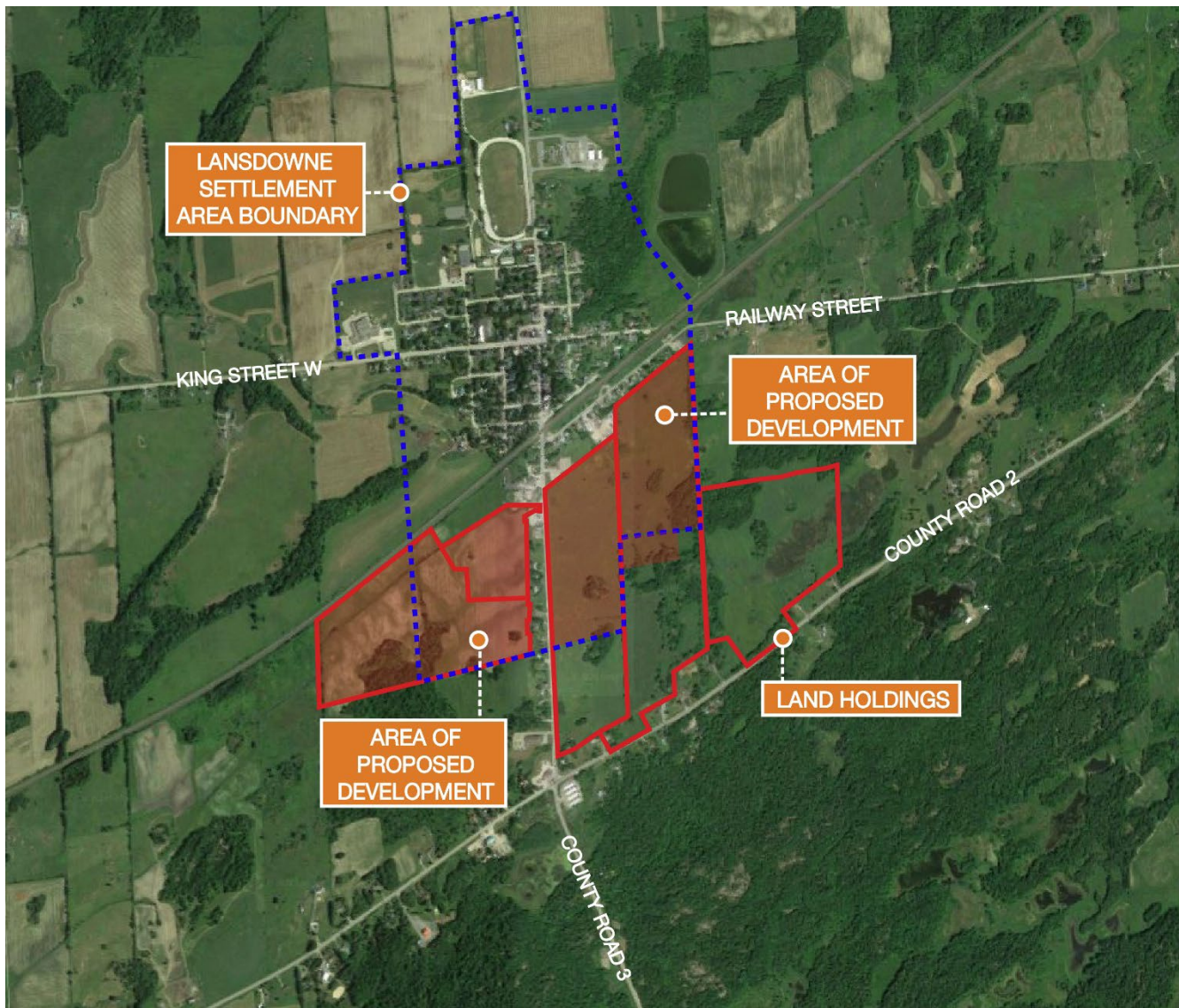


Figure 1: Applicant's Land Holdings (Source: Google Maps)

The intent of the subject applications is to develop the east parcel with a mixed-use subdivision including 193 single-detached dwellings, two (2) low-rise apartment buildings containing approximately 30 units each, and two (2) commercial blocks. Seven (7) new municipal roads are proposed to provide access and water and sewer services throughout the subdivision. The east parcel will provide 1.83 hectares of parkland located on a portion of the lands outside of the settlement area boundary, as 10194549 Canada Limited's land holdings are extensive and include lands outside of the urban boundary on both the east and west parcel lands.

The west parcel is proposed to be subdivided into seven (7) blocks, providing a light-industrial business park with limited commercial use. An adventure park is proposed to be located on the portion of the lands currently designated for commercial use. Access and servicing to the west parcel will be provided through the extension of MacDonald Drive, and the development of one (1) new municipal road. The proposed development will be built out in phases. While the limits of phasing are not known at this time, phasing is anticipated to be determined based on servicing design and market demand.

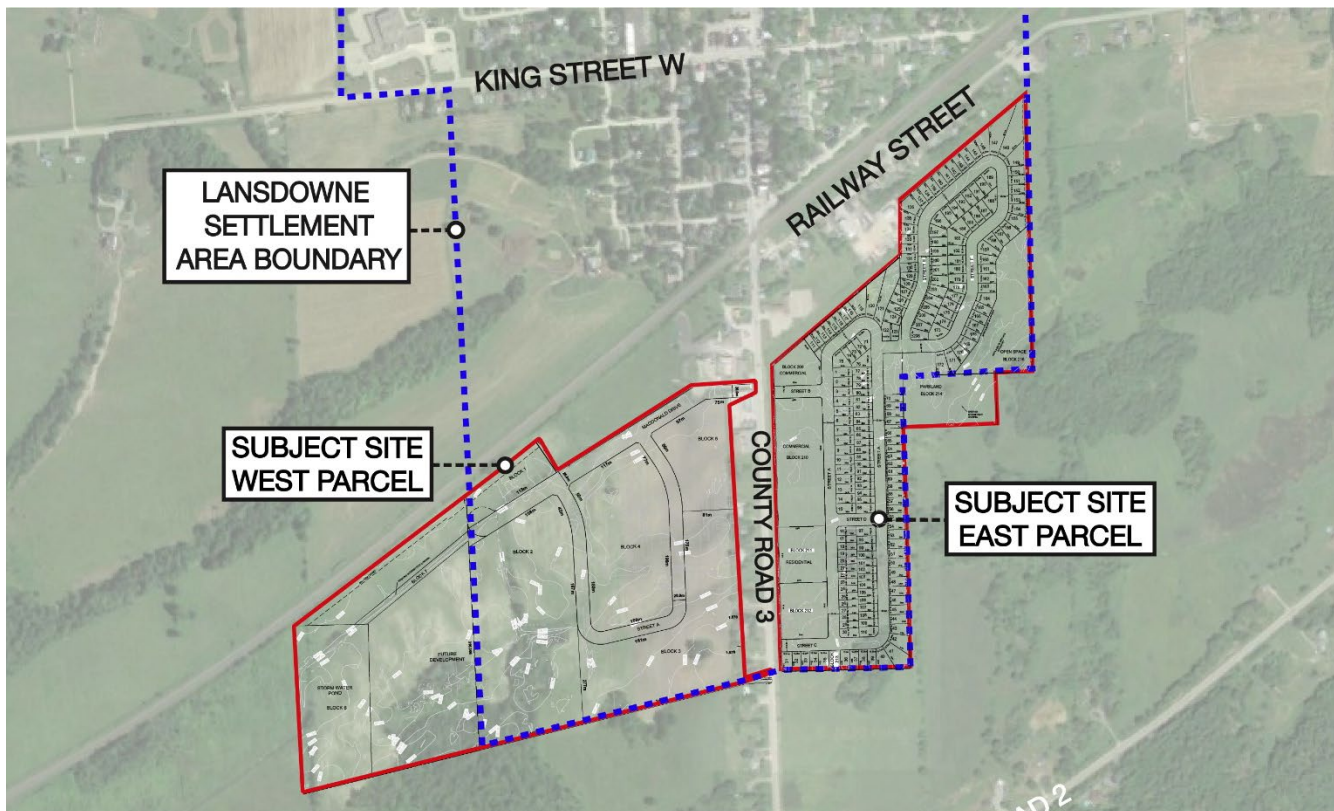


Figure 2: Subject Site (Source: Google Maps)

The subject lands are designated Residential, Light Industrial and Highway Commercial on Schedule B1 Land Use Designations of the Township of Leeds and Thousand Islands Official Plan. The site is multi-zoned First Density Residential (R1-h), Light Industrial (ML-h) and Highway Commercial (Ch-h) on Schedule 'F' of the Township of Leeds and Thousand Islands Zoning By-law No. 07-079. Applications for Official Plan Amendment and zoning by-law amendment are required to permit the proposed development. An application for Draft Plan of Subdivision is also necessary to subdivide the land to create lots, blocks, and roads to access the development.

Supporting technical studies undertaken to support the proposed development include a Noise Impact Study, a Stage 1 & 2 Archaeological Assessment, a Traffic Impact Study, a Stormwater Management Report, a Servicing Report, a Phase 1 Environmental Site Assessment and an Interim Environmental Impact Assessment. These studies describe the technical requirements for the redevelopment of the site, as well as any mitigation measures necessary to address potential adverse effects. It is noted that further bird surveys are required to evaluate the potential presence of bobolinks on the east parcel. The surveys are anticipated to be completed this spring and early summer. Following the completion of the additional surveying, a Final Environmental Impact Assessment will be prepared. If required, an application for a benefit permit will be submitted, through which the applicant will work to ensure the long-term provision of habitat. The concept of a benefit permit is to provide more habitat for species on a permanent basis in an alternative area when an existing area is being lost. This ultimately provides a benefit to the species. As stated above, the subject lands form part of the applicant's

greater land holdings, providing the opportunity to accommodate a permanent habitat outside of the area of proposed development.

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

1.1 Introduction

Fotenn Planning + Design has been retained by 10194549 Canada Ltd. to prepare this Planning Demonstration Report in support of applications for Official Plan Amendment, zoning by-law amendment and draft plan of subdivision for the subject lands. The lands are located north of County Road 2 (Highway 33) and east and west of Prince Street (County Road 3). The subject lands are comprised of four (4) parcels of land with a total developable area of 33.15 hectares (81.9 acres) located within the settlement area boundary. Two (2) parcels of land combine to form the 'east parcel' and two (2) parcels of land combine to form the 'west parcel'.

The purpose of the subject applications is to permit the phased development of a mixed-use subdivision. The east parcel will contain a residential subdivision including 193 single-detached dwellings, 30 semi-detached dwelling units, two low-rise apartment buildings containing approximately 30 units each, 2 commercial blocks, parkland and municipal roads. At full build-out, the east parcel will contain a total of 283 residential units. A portion of the proposed parkland block will be located on the applicant's land outside of the settlement area boundary.

The west parcel is proposed to be subdivided into seven (7) blocks intended for light industrial and limited commercial use, including a recreation centre and an adventure park. The proposed adventure park will be located on the portion of the lands currently designated for commercial use. A stormwater management facility will be provided on a portion of the lands located outside of the settlement area boundary.

A pre-application meeting was held on June 6, 2018 which identified the application requirements. Accordingly, the following are submitted in support of the applications:

- / Servicing Report, prepared by Forefront Engineering Ltd.;
- / Stormwater Management Report; prepared by Forefront Engineering Ltd.;
- / Phase 1 Environmental Site Assessment, prepared by McIntosh Perry;
- / Traffic Impact Study, prepared by GHD;
- / Noise and Vibration Impact Study;
- / Interim Environmental Impact Assessment, prepared by Ecological Services;
- / Stage 1 & 2 Archaeology Assessment, prepared by Abacus Archaeological Service;
- / This Planning Demonstration Report;
- / Application forms; and
- / Application fees.

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

1.2 Development Applications

The subject lands are designated Residential, Light Industrial and Highway Commercial on Schedule B1 Land Use Designations of the Township of Leeds and Thousand Islands Official Plan. The site is partially zoned First Density Residential (R1-h), Light Industrial (ML-h) and Highway Commercial (Ch-h) on Schedule 'F' of the Township of Leeds and Thousand Islands Zoning By-law No. 07-079.

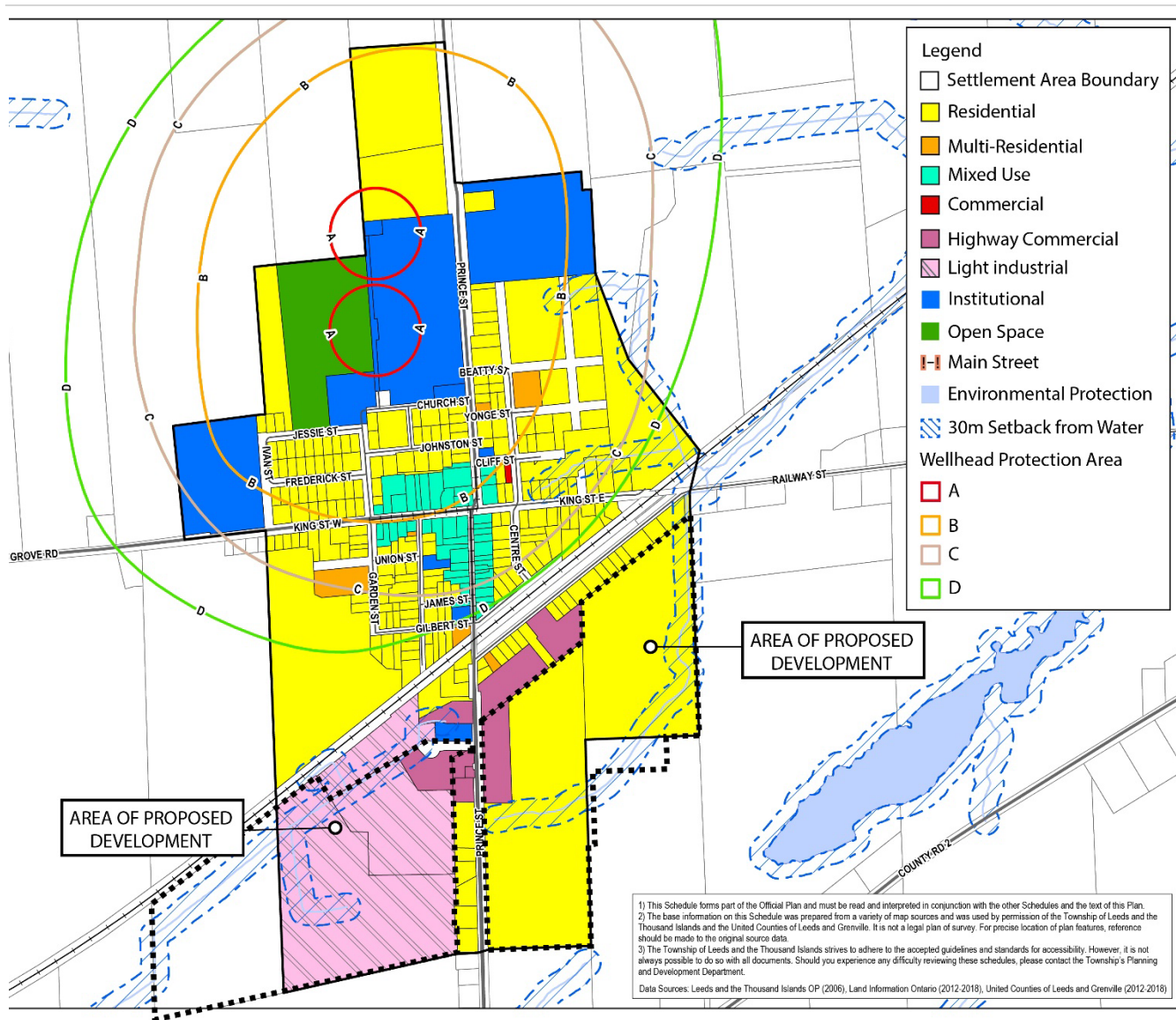


Figure 3: Official Plan Land Use Designation (Source: Township of Leeds and Thousand Islands)

The Residential Land use designation permits a range of low density residential built forms, including single-detached dwellings, semi-detached dwellings, duplexes and retirement homes. An application for Official Plan Amendment is required to re-designate the respective portions of the subject lands from Residential to Multi-Residential to permit the proposed low-rise apartment building on Block 211 and Block 212. The proposed Official Plan Amendment also seeks to extend the Highway Commercial designation along Prince Street to apply a consistent designation to the entirety of Block 210, which is intended to accommodate future commercial use.

The Official Plan currently limits subdivision developments to approximately 20 lots per phase. As such, it is proposed to establish a Special Exemption Area to the entirety of the East Parcel to allow the proposed subdivision to proceed with 60 lots per phase.

The current zoning for the subject lands varies and does not permit the full range of the proposed uses. As such, a zoning by-law amendment is required to permit the proposed uses and establish site-specific performance standards. Six (6) new special zones are proposed to establish appropriate zoning across all areas of the site. Each special zone has been tailored

to specific portions of the site to permit the proposed uses and recognize site constraints, as well as to describe appropriate performance standards.

An application for draft plan of subdivision is being submitted concurrently with the application for zoning by-law amendment to facilitate the creation of the proposed lots, blocks and streets to provide access and services, including municipal water and sanitary sewers.

It is noted that the proposed commercial, light-industrial, and low-rise apartment blocks will be subject to site plan control, to be submitted at a later date.

Surrounding Area and Site Context

The subject lands are comprised of four (4) parcels of land, with two (2) parcels of land combining to form the west parcel and two (2) parcels of land combining to form the east parcel. The east parcel was formerly subject to a draft plan of subdivision, containing 143 residential lots, dating back to the early 1930's. The draft plan of subdivision has since been deemed by the County under by-law 34-93/94. The west parcel was previously subject to a draft plan of subdivision identified as Registered Plan 397. The former draft plan of subdivision contained 42 residential lots and 3 blocks, deemed by the County under by-law 36-02.

The subject site is within the Village of Lansdowne, between the CN Rail right-of-way and County Road 2. The east parcel is located to the east of County Road 3 (Prince Street), and the west parcel is located to the west of County Road 3. The terrain on the subject site varies from relatively flat to gentle rolling terrain, with bedrock outcrops. There are existing intermittent channels located along the east property boundary of the east parcel, and along the north property boundary of the west parcel.



Figure 4: Subject Lands + Surrounding Context (Source: Google Maps)

The surrounding area is comprised of a mix of residential, commercial and light industrial uses. The majority of commercial development and activity is concentrated along the Main Streets of Lansdowne, located approximately 300 metres north of the subject lands. The subject lands are within proximity of a range of amenities and immediate necessities and are conducive of pedestrian travel. Thousand Islands Elementary School is located approximately 800 metres to the north of the subject lands. In addition to the new parkland space provided through the subject development, the site is in proximity to Jerry Park. Jerry Park provides a variety of recreational opportunities including a splash pad, playground equipment, a skateboard park, a multi-purpose pad for tennis, basketball and pickleball, two full sized baseball diamonds and large open fields.

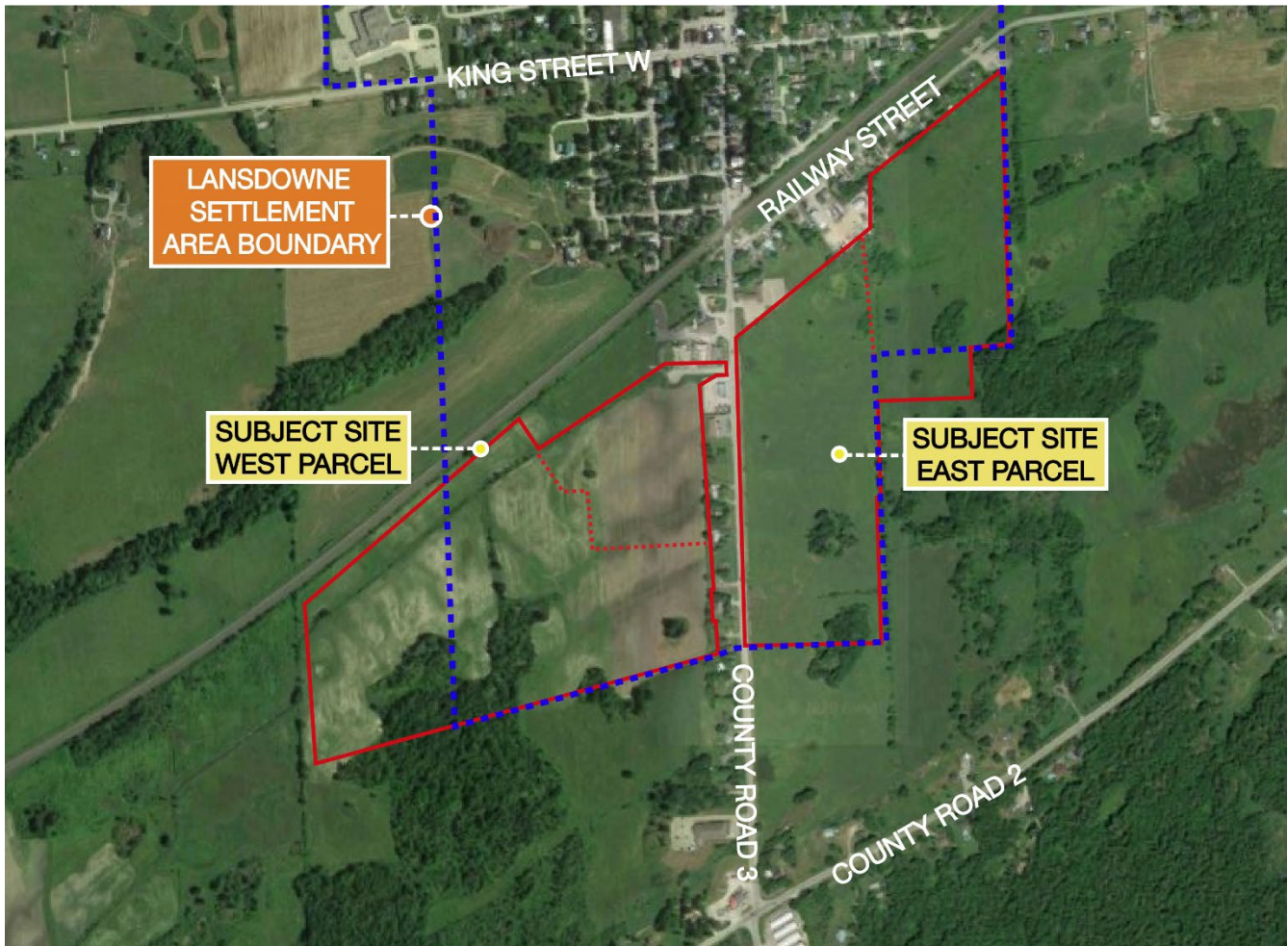


Figure 5: Subject Lands & Area of Proposed Development (Source: Google Maps)

The following land uses are located adjacent to the subject lands:

- North:** Residential, Commercial, Light Industrial
- East:** Residential, Prince Street, Vacant Lands
- South:** Agricultural, Vacant Lands, County Road 2
- West:** Agricultural, Vacant Lands

Proposed Development

The purpose of the subject applications is to permit a phased mixed-use development. The east parcel will contain a residential subdivision including 193 single-detached dwellings, 30 semi-detached dwelling units, two low-rise apartment buildings containing approximately 30 units each, 2 commercial blocks, parkland and municipal roads. At full build-out, the east parcel will contain a total of 283 residential units. A portion of the proposed parkland block will be located on the applicant's land outside of the settlement area boundary.

The west parcel is proposed to be subdivided into seven (7) blocks intended for light industrial and limited commercial use, including a recreation centre and an adventure park. The proposed adventure park will be located on the portion of the lands currently designated for commercial use. A stormwater management facility will be provided on a portion of the lands located outside of the settlement area boundary.

The proposed development is accessible by all modes of transportation through the incorporation of municipal roadways, sidewalks and mid-block pedestrian connections intended to encourage the use of active transportation. The development seeks to strike a balance between an appropriate level of intensification, and compatibility with the surrounding built form. The draft plans of subdivision proposed through the subject applications represent the rounding out of an existing settlement area in an efficient site layout that provides a variety of housing options to cater to a diverse range of potential buyers.

3.1 Proposed Plan of Subdivision – East Parcel

The applicant is proposing to subdivide 22.79 hectares of the east parcel to create a mixed-use subdivision. The subdivision will contain a variety of housing types, including single-detached, semi-detached and apartment dwellings. Two commercial blocks are proposed to front along County Road 3, which will work to serve the needs of existing and future residents in the Village of Lansdowne. The following table provides a breakdown of the east parcel blocks, as well as their proposed use.

Lot/Block	Proposed Use	Area
1 - 208	Residential	11.09 ha
209 - 210	Commercial	2.18 ha
211 - 212	Multi-Unit Residential	1.50 ha
215	Easement (Pedestrian Connections)	0.02 ha
213	Municipal Right of Way	4.48 ha
214	Parkland	1.83 ha
216	Open Space	1.69 ha
Total		22.79 ha

Single-Detached and Semi-Detached Dwelling Units

The east parcel will contain a total 208 residential lots identified as Lots 1 – 208. The proposed residential lots vary in size. Lots 1-15 maintain a minimum frontage of approximately 15.7 metres and are intended to be further divided along the common party walls to accommodate the development of 30 semi-detached dwelling units. Lots 16-208 maintain a minimum frontage of 11.5 metres and are intended to accommodate 193 single-detached dwellings. Access to Lots 1-231 is provided from County Road 3, by way of the proposed internal street network identified as Street A through Street G.

Low-Rise Apartment Buildings

The proposed development will contain two low-rise apartment buildings located on Blocks 211 and 212. The apartment buildings will contain approximately 30 dwelling units each, for a total of 60 dwelling units. The apartment blocks provide

a net density of 40.0 units per net hectare. Blocks 211 and 212 have a total area of 1.5 hectares, with 182 metres of frontage on Prince Street (County Road 3). The proposed blocks contain an adequate area to provide a suitable building envelope, parking and landscaped open space as described in the provisions of the proposed site-specific zoning. There is currently servicing capacity available to service Block 211, while a holding symbol will be placed on Block 235 until it can be demonstrated that sufficient capacity is available.

Commercial Development

Block 209-210 will contain commercial development. These blocks are intended to provide a range of general commercial uses to service the needs of existing and future residents in the Village of Lansdowne. A holding symbol will be placed on Blocks 209-210 until adequate servicing capacity is available.

Parkland

Block 214 will provide 1.83 hectares of parkland to service the east and west parcels. Access to the proposed park will be provided from proposed Street A and Street E. A pedestrian connection is proposed through Block 215, improving the connectivity within the subdivision.

Open Space

Block 216 will provide 1.69 hectares of open space, to accommodate an appropriate 30-metre setback from the existing low-lying areas adjacent to the intermittent channel. Block 216 provides an appropriate separation between the proposed development and the site's natural heritage features.

Access and Circulation

The proposed residential development will be accessed by municipal roadways, through the development of seven additional roads, identified as 'Street A', through Street 'F' on the draft plan of subdivision. The roads will be constructed with asphalt pavement, concrete curb and gutter. 'Street B' and 'Street C' will connect to County Road 3 (Prince Street) from two new access points. 'Street D' provides a mid-block connection to shorten the block lengths

The conceptual draft plan of subdivision for the east parcel is provided in Figure 6 below.

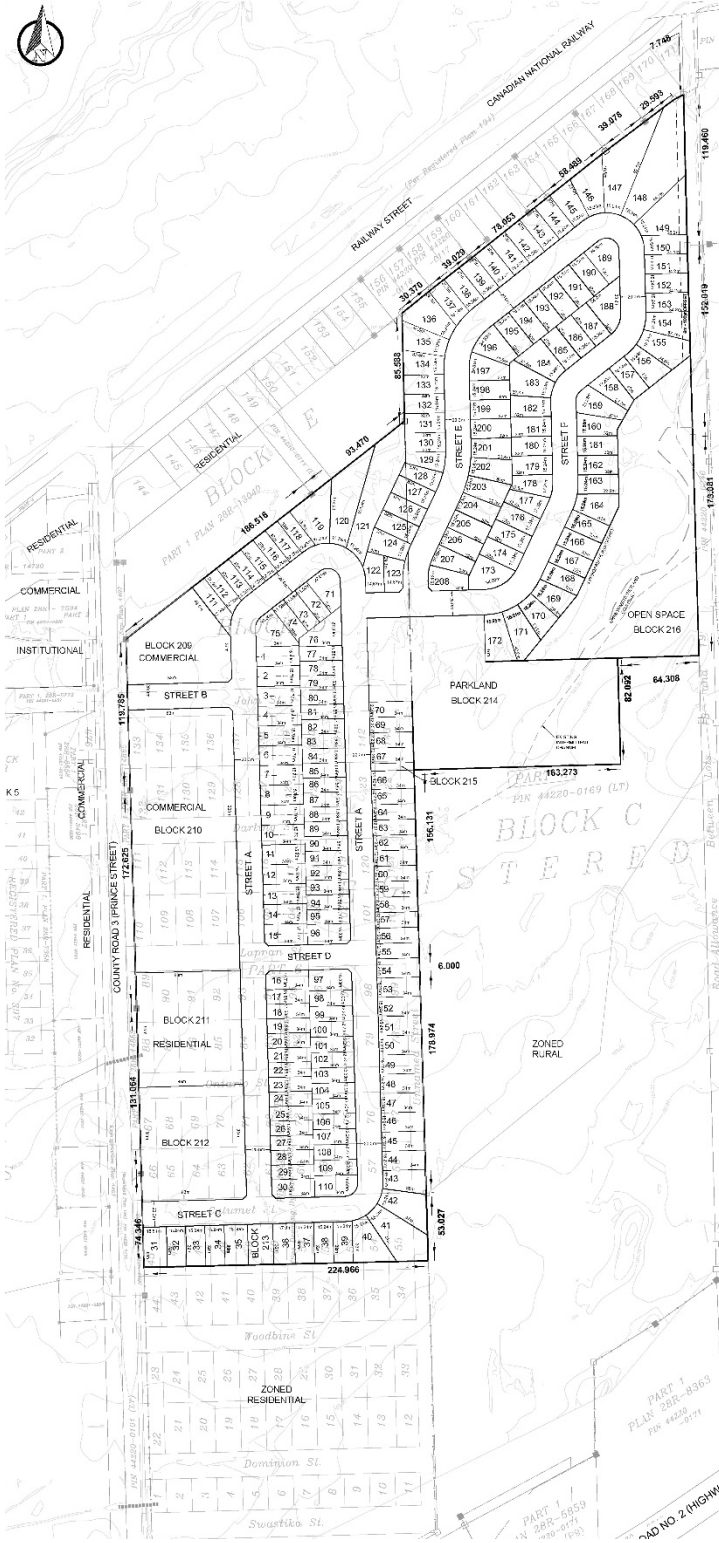


Figure 6: Draft Plan of Subdivision – East Parcel (Source: Forefront Engineering Inc.)

3.2 Proposed Plan of Subdivision – West Parcel

The applicant is proposing to subdivide approximately 26.77 hectares of the west parcel to create 7 Blocks and a municipal road, as shown on the draft plan of subdivision. The subdivision will contain a variety of light industrial and complementary commercial uses, including a recreation facility and an adventure park. The proposed subdivision will contribute to the Village's employment and recreational opportunities.

The proposed site layout was designed to maximize the flexibility and range of opportunities for the development of the subject lands, while ensuring compatibility with existing uses. As it is often difficult to predict the future demands for parcel size for potential light industrial users, the proposed concept provides a range of block sizes and flexibility regarding changing demands for employment lands. The following is a breakdown of the proposed Blocks, as well as their proposed use.

Block	Proposed Use	Area
1	Light Industrial	0.69 ha
2	Complementary Commercial	5.35 ha
3	Light Industrial	4.30 ha
4	Light Industrial	3.30 ha
5	Complementary Commercial	1.61 ha
6	Stormwater Management Facility	2.69 ha
7	Drainage Easement	0.25 ha
Future Development		5.93 ha
Municipal Right of Way	Road Access	2.65 ha
	Total	26.77 ha

Light Industrial Use

Blocks 1, 3 and 4 will contain light industrial uses. These blocks will provide flexibility in parcel size, offering the opportunity to be further subdivided through part-lot-control when the needs of future users are determined.

Recreation Centre

Block 2 will contain a 9,290.3 square metre (100,000 square foot) recreation centre, with an anticipated capacity of 715 persons. The first floor of the recreation centre will include 1-2 indoor soccer fields, 2 indoor ice hockey rinks, 10 change rooms and several storage rooms for maintenance equipment. The second floor will contain viewing windows to the sports facilities located on the first floor, a restaurant/bar area as well as community rooms and offices.

Adventure Centre

Block 5 will contain a 4645.2 square metre (50,000 square foot) adventure facility with an anticipated capacity of 300 persons. The proposed adventure centre will include a 3,716 square metre (40,000 square foot) indoor go-kart track with electric go-karts, and 929 square metres (10,000 square feet) of ancillary space.

Access and Circulation

Access to the proposed development will be provided through the extension to the existing cul-de-sac, identified as MacDonald Drive on the draft plan of subdivision and proposed 'Street A'.

Stormwater Management Facility

Block 6 will contain the proposed stormwater management facility. The stormwater facility will service the needs of the east and west parcel as well as an area located to the north of the west parcel, identified as Block 44 of Registered Plan 397. The stormwater management pond will enhance the visual character of the surrounding area, acting as a water feature, while simultaneously meeting the stormwater needs of the proposed development.

The conceptual draft plan of subdivision for the west parcel is provided in Figure 8 and a concept plan is provided in Figure 9 below.

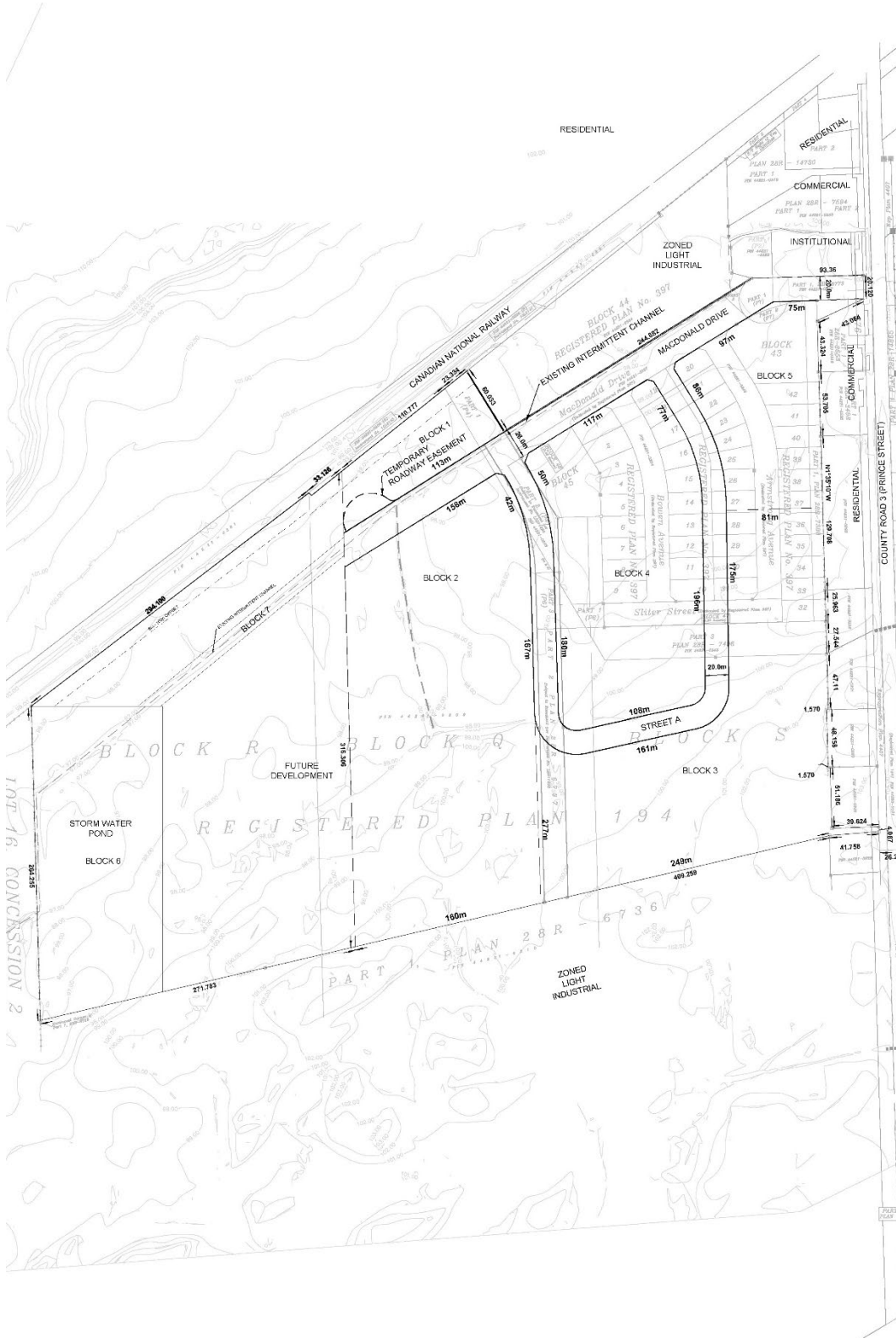


Figure 8: Draft Plan of Subdivision – West Parcel (Source: Forefront Engineering Inc.)

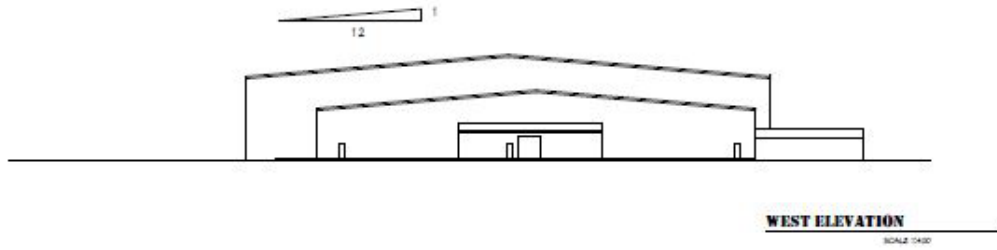
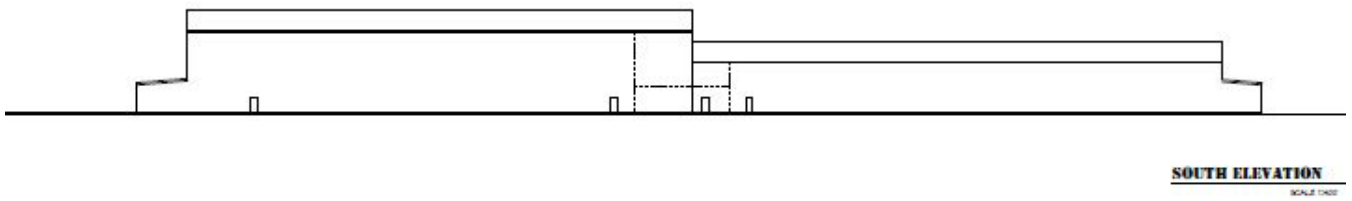
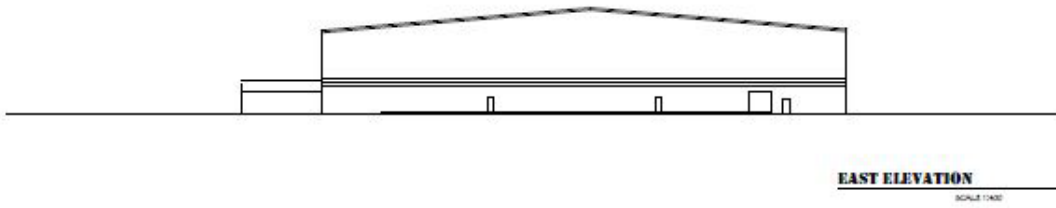
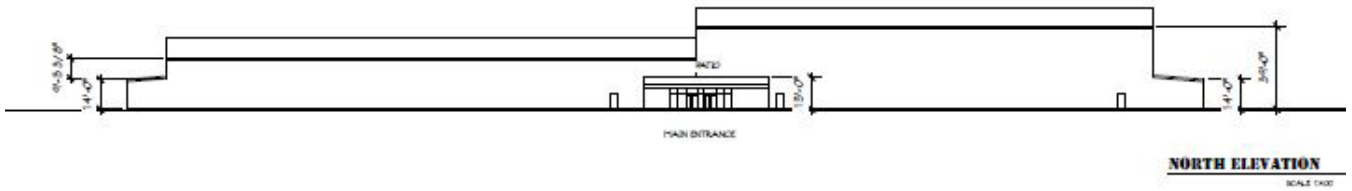
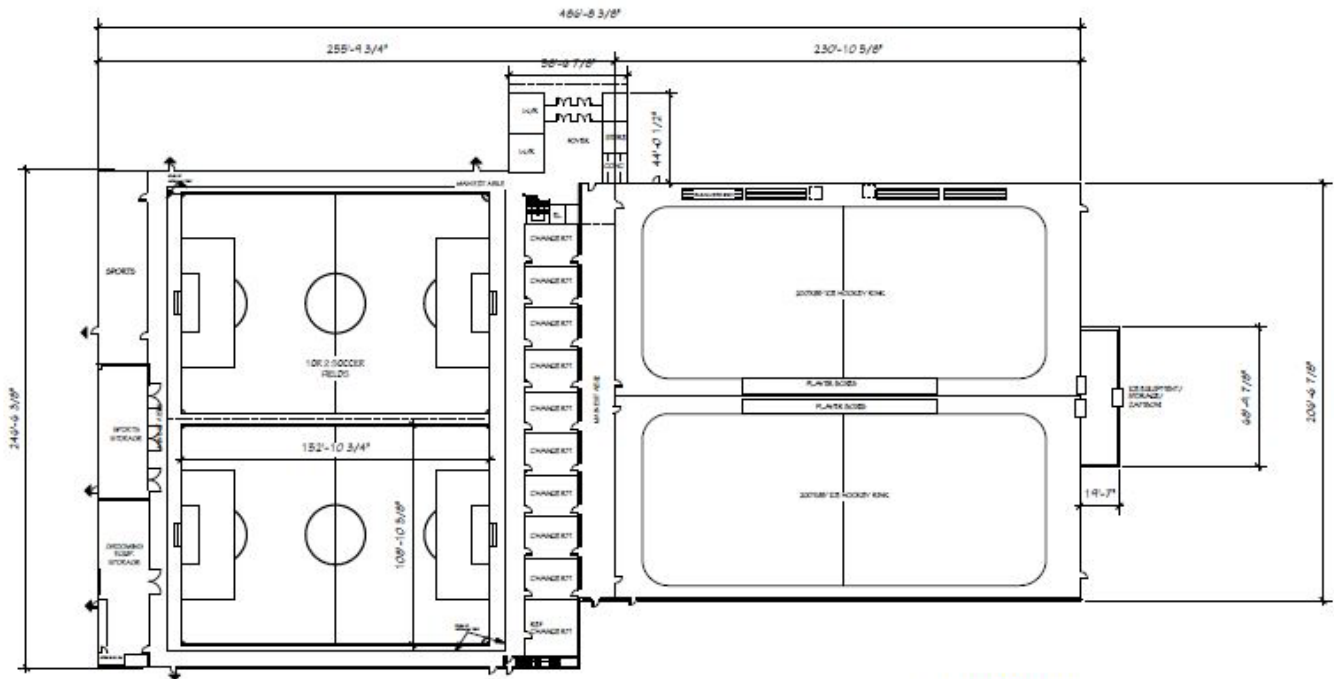
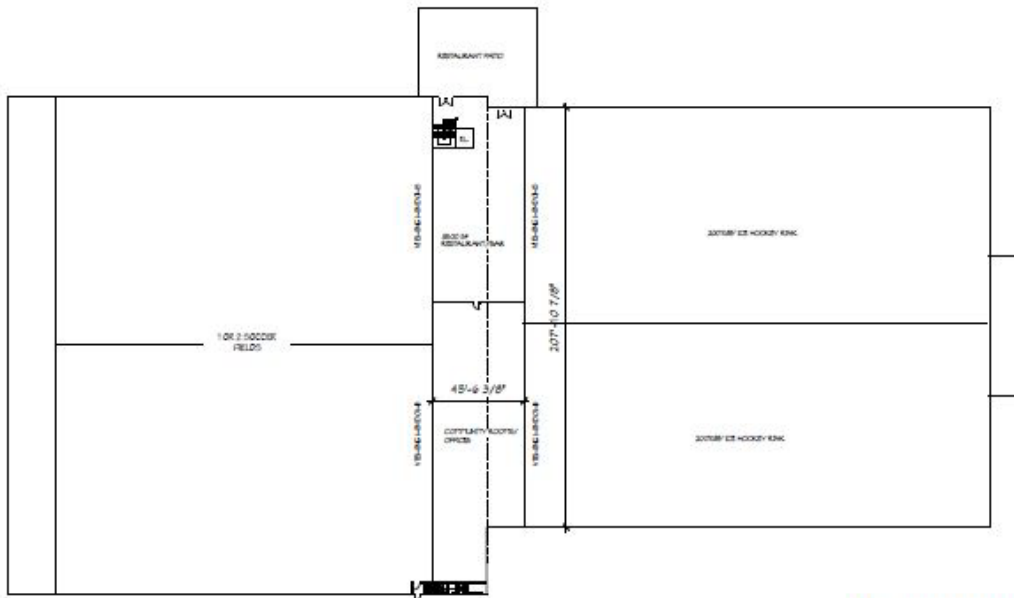


Figure 10: Recreation Centre Elevations (Source: Tim Fanstone Architect)



MAIN FLOOR PLAN
SCALE 1/4\"/>



UPPER FLOOR PLAN (+12')
SCALE 1/4\"/>

Figure 11: Recreation Centre Floor Plans (Source: Tim Fanstone Architect)

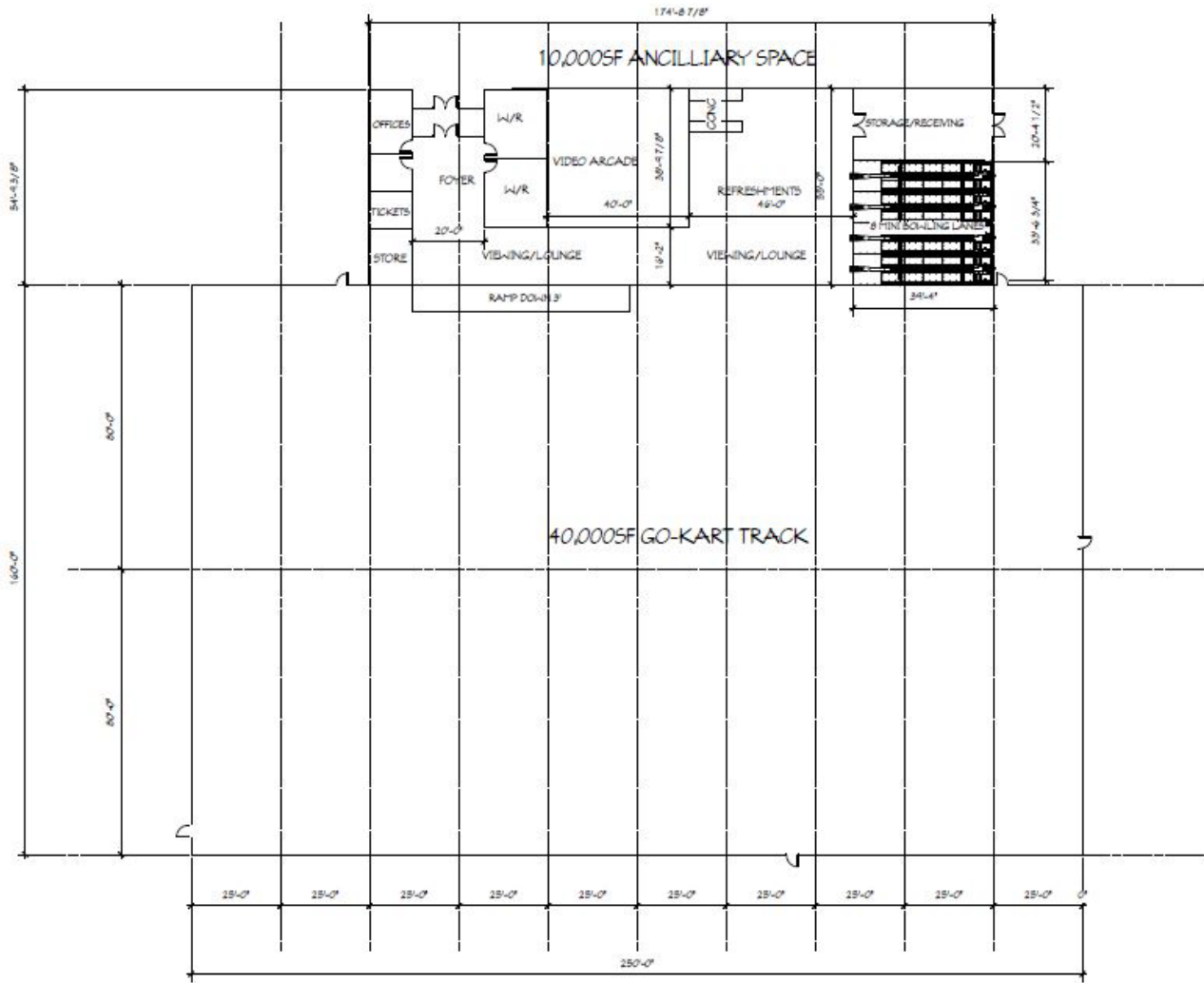


Figure 12: Adventure Centre Floor Plans (Source: Tim Fanstone Architect)

3.3 Phasing

The proposed development will be built in phases. While the limits of phasing are not yet known at this time, it is anticipated that phasing will be based on servicing capacity and market uptake. Based on the current servicing capacity identified in the Servicing Report, it is expected that the initial phase of development will include the recreational centre and adventure park (Block 2 and 5 on the West Parcel), approximately 30 low rise multi-residential units (Block 212, East Parcel) 82 single detached dwellings, 15 semi-detached dwellings, and the proposed stormwater management facility. No servicing upgrades are required for the initial phase of development. It is anticipated that the first phase will be further divided into subphases of 60 units per phase, in accordance with the proposed Official Plan Amendment and further direction from the Township as it relates to available servicing capacity that can be allocated to the proposed development.

Public Consultation Strategy

The applicant and development team propose the following strategy to consult with the public with respect to the subject applications in accordance with Ontario Regulation 544/06.

Public Open House

It is proposed to host a public open house within 1-2 months of the subject applications being deemed complete by County and Township staff. The open house will provide the opportunity to provide information to the public regarding the proposed development and collect feedback on the proposal and discuss any comments or concerns. The public open house will be held at a venue within the Village of Lansdowne, likely within the municipal office/Council Chamber.

Statutory Public Meetings

Two statutory public meetings are required for the subject applications. A statutory public meeting for the Zoning Amendment application will be held at the Township level, while a statutory public meeting for the application for Draft Plan of Subdivision will be held at the County level. It is anticipated that these meetings may be combined and held by the Township.

We recommend that the statutory public meetings be held following the issuance of technical comments by planning staff and review agencies. This would allow staff to better address the comments and questions from Committee members and the public as they will have had the opportunity to review the applications in detail with other review agencies. This proposed timing would also ensure that the applicant is aware of the technical review comments from staff and review agencies.

Additional Open House

The applicant is proposing the possibility of an additional open house following the statutory public meetings and prior to staff recommendations. The additional open house is intended to communicate to the public regarding any potential changes to the proposed development, should substantial changes to the applications be required as a result of the technical review or other comments received. The need for an additional open house will be further determined as the application progresses, in consultation with County and Township staff.

5.0 Supporting Studies

At the pre-application meeting, Town Staff identified that the following studies were necessary to support the subject applications.

5.1 Noise and Vibration Impact Study

A Noise Impact Study was conducted by Pinchin in support of the proposed development. This study provides an assessment of the anticipated noise impacts from transportation and stationary sources. The purpose of the review was to provide recommendations that satisfy the noise requirements of the Ministry of the Environment, Conservation and Parks (MECP) and CN Railway. An assessment of the road and rail traffic noise impacts on the proposed development was completed by examining the individual and cumulative acoustic contributions of road and/or rail noise sources on the proposed development. The vibration measurements results show that the vibration impact is within the acceptable range, as defined by the CN vibration guideline limit. Vibration mitigation measures are therefore not required for this development. Through the recommendations provided in the report, the proposed development is anticipated to comply with the guidelines defined by MECP and CN Rail.

5.2 Stage 1 & 2 Archaeological Assessment

Three separate Stage 1 & 2 Archaeological Assessments were prepared by Abacus Archaeological Services for each portion of the subject site identified as Area 1, Area 2 and Area 3. Background research showed that the property had a high potential for the presence of archaeological material due to its proximity to historical transport routes and secondary water sources. Based upon the established potential for archaeological resources within the subject property Stage 2 testing was performed on October 29th and 30th, 2018, December 3rd and 4th, 2018 and May 14th, 2019. No features or materials of archaeological significance were recovered during the Stage 2 excavation. No further work is required within the assessed Stage 2 study area. The subject lands have received archaeological clearance from the Ministry of Tourism, Culture, and Sport.

5.3 Phase 1 Environmental Site Assessment

A Phase 1 Environmental Site Assessment (ESA) was prepared by McIntosh Perry to assess potential issues of environmental concern in relation to the subject lands. The study area included all properties within 250 metres of the site. The Phase 1 ESA was completed through a review of historical records, regulatory records, a site reconnaissance, interviews and an evaluation of information and reports. No potentially contaminating activities (PCAs) were identified on, in or under the Phase 1 ESA property. PCAs identified within the Phase 1 Study Area are not considered to represent Areas of Potential Environmental Concern (APECs) to the subject site due to the separation distance and/or cross-gradient location with respect to the subject site. As such, it was determined that a Phase 2 ESA was not required for the subject property.

5.4 Interim Environmental Impact Assessment

An Interim Environmental Impact Assessment was prepared based on available information on the study area. It is based on information from summer and fall site visits in 2018, and spring fieldwork in 2019. The report encompasses the landowner's broader land holdings and overall desired plans for their property. The report notes that concept plans have been altered as natural heritage information has been gathered. The purpose for undertaking environmental assessment work is to determine if a proposed development will have a negative impact on natural heritage features and their associated ecological functions. The natural heritage concern of primary significance is the presence of numerous grassland birds, including Bobolinks and Eastern Meadowlarks, both which are threatened species under the National Heritage Information Centre (NHIC), in association with appropriate habitat. The proposed development for the east half of the site would result in the loss of approximately 15 hectares of habitat. The PPS prohibits this except in accordance with provincial and federal requirements.

We note that additional field work is required to address specific concerns raised by the MECP and the CRCA, which is anticipated to be completed this year. Upon the completion of the additional fieldwork and bird surveying, a Final

Environmental Impact Assessment will be prepared for the proposed development. If required, an application for a benefit permit will be completed to address matters of habitat loss in the area where development is anticipated.

5.5 Traffic Impact Study

A Traffic Impact Study (TIS) was prepared by GHD. The study addressed the traffic impacts of the development, and site accesses. Based on the results of the intersection capacity analyses, it was determined that most intersection within the study are can adequately accommodate the site traffic in the AM and PM peak hours. At the intersection of County Road 2 and County Road 3 (Prince Street and Reynolds Road) there are significant delays for northbound and southbound approaches. It is recommended that the County provide geometric improvements to the intersection to meet the Transportation Association of Canada (TAC) standards. These improvements should address the skewed approaches on County Road 2 and the opposite facing approaches on County Road 3. Until the geometric improvements are built, the intersection should operate as an all-way stop.

5.6 Stormwater Management Report

A preliminary stormwater management report was prepared by Forefront Engineering Inc. The purpose of the report is to determine the stormwater requirements in support of the proposed development. Post development flows will be limited to pre-development levels for the proposed development. A normal level of quality control is required onsite. Post development flows are to be controlled by wet pond type stormwater management facility for the majority of the site. Detailed design of enhanced roadside ditches, intermittent channel realignment, culvert crossings, outfalls and stormwater management facility outlet structures will be provided during the final engineering design of the subdivision. Individual blocks will be subject to Site Plan Control as development is proposed. Detailed Stormwater Management Reports will be required for each block.

Based on the information and calculations provided in this report, stormwater management can be implemented within the subdivision in support of the subject applications.

5.7 Preliminary Servicing Report

A servicing report was prepared in support of the proposed development by Forefront Engineering. The report details the existing water and sanitary infrastructure and provides recommendations for water and sanitary services for the proposed development.

Preliminary calculations demonstrate that the existing water infrastructure is capable of supplying adequate water flow and pressure to the proposed development. Water connections are proposed at Prince Street and Railway Street. Additionally, the existing downstream sanitary sewers and proposed sanitary sewers are capable of and will effectively service the proposed development. The proposed sanitary sewer is to discharge the sanitary sewer on Prince Street via gravity sewers and eventually to the Railway Street pumping station.

The servicing report demonstrates that adequate water and sanitary sewer servicing is available for the proposed initial phase of development. Pump station upgrades may be required, and lagoon upgrades are required to support the full buildout of the proposed development. Holding symbols to limit development are recommended until such time as the sewage lagoon capacity is available on Blocks 3 and 4 on the West Parcel and lots 209-211, 122 to 128 on the East Parcel.

Individual water and sanitary sewer sizing and water for fire protection for the industrial blocks will be confirmed during the site plan control process. Approval by the Township for the proposed watermain network is required. An application for watermain additions, modifications, replacements and extensions for the watermain system will be required. Approval by the Township for the proposed sanitary sewer network is required. An Environmental Compliance Approval (ECA) from the Ministry of the Environment for the sanitary sewer system is required.

Other utility services, including hydro, Telephone, and Natural Gas will be determined following submission of the subject applications. The report demonstrates that adequate servicing will be provided for the proposed development.

Policy and Regulatory Framework

This section provides an overview of the key land use policies relevant to the property and demonstrates how the proposal conforms to the land use objectives for this site.

6.1 Planning Act

In considering an application for subdivision, the approving body must evaluate the merits of the proposal against Section 51 (24) of the *Planning Act*. The criteria relating to the proposed severances are below in *italics*.

51 (24) In considering a draft plan of subdivision, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality to the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;

The proposed subdivision has regard for matters of provincial interest found in Section 2. The proposed development will not negatively impact natural, agricultural or cultural heritage resources and represents orderly development on serviced lands with access to public service facilities. The proposed subdivision will contribute to the range of housing options, amenities and employment opportunities in Lansdowne and provides a conceptual site layout that is well-designed and will not create challenges in terms of public health and safety. Recommendations from the supporting studies will further ensure that provincial interests are satisfied.

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

The proposed subdivision is not premature as it efficiently connects to available infrastructure and public service facilities, in accordance with the public interest.

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

Conformity with the Official Plan is discussed below. The proposal conforms to the Official Plans of the County and the Township, as amended.

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

The proposed subdivision is within the urban boundary, where growth is to be directed. Appropriate performance standards will be applied to the new lots and blocks through the proposed zoning by-law amendment.

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

The subject lands have frontage on County Road 3 (Prince Street). The establishment of six additional municipal roadways, identified as 'Street A' through 'Street F', is proposed to provide access to the east parcel. The west parcel will be accessed by way of an extension of the existing cul-de-sac, identified as MacDonald Drive, and the newly proposed 'Street A'. A Traffic Impact Study determined that the existing road network has sufficient capacity to serve the increased traffic volume generated as a result of the proposed development.

e) the dimensions and shapes of the proposed lots;

The proposed lots are generally regular in shape. Given the unique configuration of the subject lands, irregular shaped lots are required in some portions of the site. However, these lots seamlessly integrate within the proposed lot orientation to form an efficient modified grid layout. Performance standards for the proposed lots and blocks will be further described through the proposed zoning by-law amendment.

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

All buildings and structures on the proposed parcels will be subject to the provisions of the zoning by-law, as amended. There are no known restrictions on adjoining lands. The technical studies will require additional restrictions, such as a warning clause for traffic noise, which is standard practice for contemporary subdivisions.

g) conservation of natural resources and flood control;

There are three intermittent channels located on the subject lands. A 30-metre setback is proposed from the low-lying area of the existing intermittent channel on the east parcel. Additionally, Block 216 will be maintained as open space, to maintain appropriate setbacks from the channel. Per the recommendations of the stormwater management report, the channels on the west parcel are proposed to be realigned during the final engineering design of the subdivision. The intermittent channel realignment is proposed to be designed for the 100-year flood. A 6-metre setback is proposed from any structures to the proposed high 100-year water surface elevation as recommended in the CRCA guidelines. The interim Environmental Impact Assessment prepared in support of the proposed development identified a potential habitat for Bobolinks, particularly on the east parcel. Further bird surveys are required, which are anticipated to be completed in the spring and summer months. Upon the completion of the additional surveying, a Final Environmental Impact Assessment will be prepared for the proposed development. If required, an application for a benefit permit will be submitted, through which the applicant will work to ensure the long-term provision of habitat. The concept of a benefit permit is to provide more habitat for species on a permanent basis in an alternative area when an existing area is being lost. This ultimately provides a benefit to the species. The subject lands form part of the applicant's greater land holdings, providing the opportunity to accommodate a permanent habitat outside of the area of proposed development. The land holdings are illustrated in Figure 13 below.

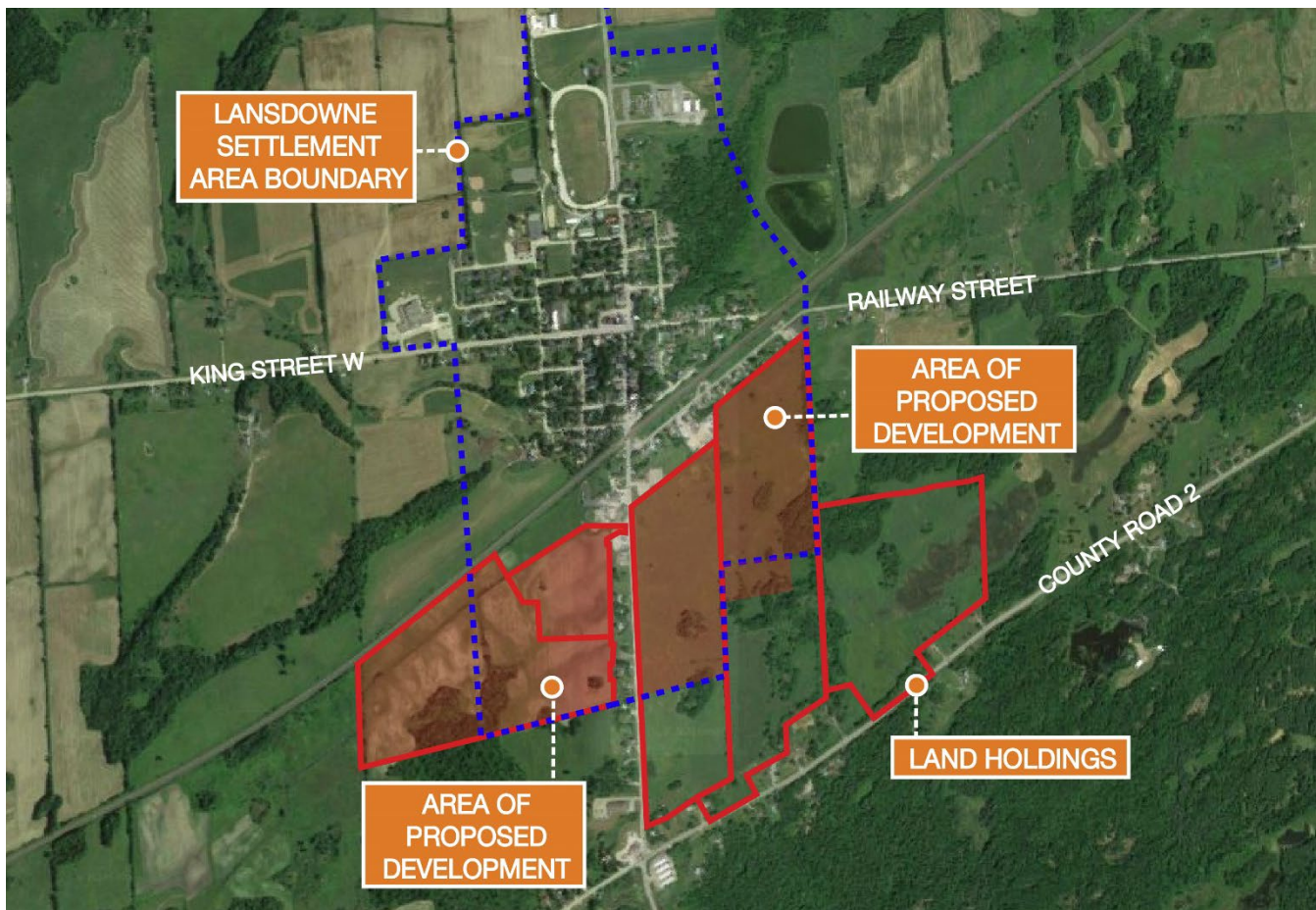


Figure 13: Applicant's Greater Land Holdings (Source: Google Maps)

h) the adequacy of utilities and municipal services;

As demonstrated through a Serviceability Report, the existing municipal infrastructure can be extended and enhanced to service the requirements of the proposed development. There is currently adequate servicing capacity to service the

proposed initial phase of development. A holding symbol will be placed on the remaining lots through the provisions of the proposed zoning by-law amendment until adequate servicing capacity is available.

i) the adequacy of school sites;

The proposed subdivision represents the rounding out of an existing settlement area in proximity to local schools. It is anticipated that local school boards will be circulated on the development applications.

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

The proposed development will provide 1.83 hectares of public parkland space, in accordance with the policies of the Township's Official Plan and the *Planning Act*. A total of 0.63 hectares (5%) is required for the proposed development on the east parcel, and 0.34 hectares (2%) is required for the proposed development on the west parcel. The proposed development exceeds the applicable parkland dedication requirements.

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

The proposed development will extend and enhance existing municipal services, where capacity is available, providing an efficient use of available land within the Village of Lansdowne. A holding symbol will be placed on the remaining lots through the provisions of the proposed zoning by-law amendment until adequate servicing capacity can be demonstrated.

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

A site plan control agreement will be required for future development on Blocks 1-5 on the West parcel and Blocks 209-212 on the East parcel.

The proposed subdivision has proper regard for the criteria found in section 51 (24) of the Planning Act.

6.2 Provincial Policy Statement, 2020

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

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 provides an efficient use of the existing under-utilized subject lands located within a settlement area and will contribute to the supply of housing, amenities and employment opportunities in the Village of Lansdowne.

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 contribute to the Village's supply of housing options, serviced employment lands, amenities, and parkland. The proposed residential development provides a variety of residential unit types, including single-detached, semi-detached and apartment dwellings, in an efficient land use pattern that optimizes parkland, open space, and active transportation opportunities. The proposed development will introduce higher densities, compact form, and more attainable housing options in order to diversify the housing stock in Lansdowne. The diversity of unit types will allow for residents of all agea, lifestyles, and family sizes to find suitable homes within the Settlement Area in proximity to Lansdowne's Main Street, ensuring that nearby commercial uses, community services and amenities are accessible for all. The proposed commercial and industrial blocks on the East and West parcels will increase current and future residents' access to commercial amenities and employment opportunities.

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

A Stage 1 Environmental Site Assessment (ESA) was prepared in support of the proposed development. Through the implementation of the mitigation measures recommended through the supporting studies, potential risks to public health and safety will be minimized. Two draft plans of subdivision are proposed to develop a land use pattern that will minimize environmental and public health and safety concerns.

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 subject lands are within the Village of Lansdowne settlement area. Infill of under-utilized lands within the settlement area mitigates the need to expand the settlement area unnecessarily and makes use of existing municipal infrastructure.

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;

Technical studies have informed the layout of the plans of subdivision to logically and efficiently utilize the subject lands. The lands will be serviced in a cost-effective manner in line with development in the surrounding area. All immediate necessities are located within walking distance to the subject lands. The incorporation of mid-block pedestrian connections and sidewalks will work to further promote the use of active transportation modes.

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

The proposed development will be built out in phases based on servicing design and market demand. As per the findings of the Servicing Report, the existing municipal servicing infrastructure has sufficient capacity to accommodate the servicing requirements of the initial phase of development. A holding symbol will be placed on the remaining phases of the development, subject to the demonstration of available servicing capacity before development can proceed.

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

The proposed subdivision provides a compact form of development that makes efficient use of the subject lands. The proposed development has been designed to promote active transportation modes through the inclusion of mid-block connections which connect to the proposed parkland.

Section 1.1.3.1 – Settlement areas shall be the focus of growth and development

The subject lands are located within the Village of Lansdowne, a designated settlement area. The proposed development will provide approximately 283 new residential units, commercial use, light industrial use, and parkland that will contribute to the supply of housing, amenities, employment opportunities, parkland and stormwater management facilities in the settlement area.

1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

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

The proposed development will work to increase the net density of the subject site and contains a mix of commercial, light industrial and residential uses. The subject lands represent an under-utilized site within the settlement area, and the development and intensification of these lands will more efficiently use available land and infrastructure.

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

The design of the proposed development emphasizes an efficient use of land in a compact form through the proposed increase in density. The inclusion of mid-block pedestrian connections will encourage the use of active transportation throughout the development, intended to minimize impacts to air quality and climate change.

- e) *support active transportation;*

The proposed development is at the core of the settlement area and will be walkable to all existing amenities. Mid-block pedestrian connections will be included within the proposed development, linking the commercial and residential uses to the proposed parkland, effectively encouraging the use of active transportation modes.

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

While there is currently no public transit service in the area, the proposed redevelopment will increase potential ridership numbers within the settlement area should transit development be pursued on a limited basis in the future.

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

The Township of Leeds and Thousand Islands Official Plan directs intensification within the settlement areas. The policies of the Official Plan are discussed later in this report.

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

The proposed development represents the intensification of under-utilized lands within the settlement area. The design of the subject lands will allow for increased residential density and development of under-utilized lands in a compact form which is considerate of the surrounding residential areas. Through the implementation of the mitigation measures recommended through the supporting studies, potential risks to public health and safety will be minimized.

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

The proposed development consists of a mix of residential, commercial and light industrial uses and represents the rounding out of an existing settlement area. Proposed densities and built forms are varied, including single-detached dwellings, semi-detached dwellings and low-rise apartment buildings. The proposed development is within a built-up area, serviced by the Township and surrounded by commercial, light industrial, and residential uses of varying types and densities. Intensification of under-utilized lands at this location will allow for a more efficient use of land and existing municipal infrastructure within the settlement area.

Section 1.3 of the PPS discusses the approach to be taken toward employment:

Section 1.3.1 Planning authorities shall promote economic development and competitiveness by:

- a) *providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;*

The proposed development provides a mix of residential, commercial and light industrial uses, further contributing to the continued vitality of the Village of Lansdowne.

- b) *providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;*

The proposed mixed-use development will contribute to the mix and range of employment uses within the Settlement Area, providing diversified blocks sizes that are anticipated to be further subdivided through part lot control to cater to a variety of potential users. The proposed development will also provide a range of complementary commercial uses, to further stimulate activity in the business park and provide amenities to surrounding residential areas.

- d) *encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4; and*

The proposed mixed-use development will provide residential, commercial, light industrial and parkland uses, facilitating the creation of a complete community in proximity to a variety of existing amenities and residential uses within the Lansdowne settlement area.

- e) *ensuring the necessary infrastructure is provided to support current and projected needs.*

A preliminary servicing report has been prepared for the proposed development. As demonstrated in the report, sufficient capacity is available to accommodate the initial phase of the proposed development. A holding symbol is proposed on the remaining lots/blocks until it can be demonstrated that sufficient servicing capacity is available. A traffic impact study has been prepared in support of the proposed development, which demonstrates that the existing road network has sufficient capacity to accommodate the demands of the proposed development.

Section 1.3.2.3 Within employment areas planned for industrial or manufacturing uses, planning authorities shall prohibit residential uses and prohibit or limit other sensitive land uses that are not ancillary to the primary employment uses in order to maintain land use compatibility. Employment areas planned for industrial or manufacturing uses should include an appropriate transition to adjacent non-employment areas.

The proposed residential uses will occur on the portion of the lands designated for residential development.

Section 1.4 of the PPS includes policies dealing with the provision and supply of housing. Sections 1.4.1 and 1.4.2 deal with ensuring an adequate supply of housing is provided and this policy is regularly reviewed and assessed by the Township of Leeds and Thousand Islands. Section 1.4.3 deals with the nature of housing to be provided, and states:

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

- b) *permitting and facilitating:*

1. *all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
2. *all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*

The proposed development represents a form of intensification located within a settlement area in accordance with policy 1.1.3.3. The proposed development contributes to the mix of housing in the Village, appealing to a variety of users given the range of proposed dwelling types and the site's proximity to nearby amenities.

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

The subject property is in proximity to multiple amenities and services including the Lansdowne Country Market, the Lansdowne Community Building, Jerry Park, and Thousand Islands Elementary School. As per the findings of the Serviceability Report, existing municipal infrastructure has sufficient capacity to accommodate the initial phase of the proposed development. A holding symbol will be placed on the remaining portions of the development until sufficient servicing capacity can be demonstrated. Through the recommendations of the Traffic Impact Study the existing road

network will have sufficient capacity to accommodate the increased traffic levels generated. Therefore, the site's location will support the needs of residents, where appropriate infrastructure is available.

- d) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*

The proposed development will increase the net residential density on the site in an efficient and compact form, serviced by existing municipal infrastructure. Active transportation will be improved in the area through the proposed new municipal streets and the inclusion of mid-block pedestrian connections to the parkland. The proposed development is within the settlement area and will be walkable to all existing amenities.

- f) *establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.*

The proposed site layout increases the net residential density on the subject site in a compact form. Through the mitigation measures recommended by the supporting technical studies, no negative impacts to public health and safety are anticipated.

Section 1.5 provides policies relating to public spaces, recreation, parks, trails and open space.

1.5.1 Healthy, active communities should be promoted by:

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

Six new public streets are proposed on the East Parcel and one new public street is proposed on the West Parcel. The proposed new streets connect to Prince Street and meet the Township standards for safety and accessibility, facilitating sufficient vehicular and pedestrian access.

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

The proposed development will offer mid-block pedestrian connections to the proposed parkland corridor.

Section 1.6 of the PPS includes policies dealing with infrastructure and public service facilities. Section 1.6.6 deals with sewage, water and stormwater, to ensure that proposed development proceeds in an efficient manner. Section 1.6.6.3 states:

Before consideration is given to developing new infrastructure and public service facilities:

- a) *the use of existing infrastructure and public service facilities should be optimized; and*
b) *opportunities for adaptive re-use should be considered, wherever feasible.*

A preliminary servicing report has been prepared for the proposed development which demonstrates that adequate water and sanitary sewer servicing is available for the proposed initial phase of development. Pump station upgrades may be required, and lagoon upgrades are required to support the full buildout of the proposed development. A holding symbol will be placed on future phases of the proposed development until sufficient servicing capacity is made available.

1.6.6.7 Planning for stormwater management shall:

- a) *be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;*
b) *minimize, or, where possible, prevent increases in contaminant loads;*
c) *minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;*
d) *mitigate risks to human health, safety, property and the environment;*
e) *maximize the extent and function of vegetative and pervious surfaces; and*
f) *promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.*

The proposed development will comply with the Township's requirements for stormwater management in that post-development flows will be controlled to pre-development levels. The proposed development will meet landscaped open space requirements of the zoning by-law.

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

The proposed development is located within the Lansdowne settlement area, in walking distance to a variety of amenities. The proposed development provides a mix of uses, including residential, commercial, light industrial, and parkland uses, increasing existing and future resident's proximity to amenities and further reducing the length and number of required vehicle trips.

Section 1.7 of the PPS provides additional direction in terms of 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 offers an efficient site layout that is considerate of existing site constraints. The proposed development will further contribute to the vitality of Lansdowne through the inclusion of a range of uses including residential, commercial, light industrial and parkland uses.

Section 1.8 of the PPS includes policies to support energy conservation, improved air quality and climate change adaptation. Section 1.8.1 states:

Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which:

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

The proposed development provides an efficient site layout and a compact built form. The site is located along County Road 3 (Prince Street), a key transportation corridor in the Village. The presence of sidewalks and a mid-block connection within the subdivision will improve connections between existing residential neighbourhoods, parkland, and nearby amenities. Fewer and shorter vehicle trips will be required to access businesses and services located in proximity to the site. The design of the proposed development is sensitive to environmental constraints and known ecological features. A portion of the site will be maintained as open space (Block 214) to accommodate a 30 metre setback from the watercourse

Section 2 of the PPS deals with 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. Section 2.1.7 states:

2.1.7 Development and site alteration shall not be permitted in habitat of endangered species and threatened species, except in accordance with provincial and federal requirements.

The interim Environmental Impact Assessment prepared in support of the proposed development identified a potential habitat for Bobollinks, particularly on the east parcel. Further bird surveys for the subject site are required, which are currently being completed in the spring and summer months of 2021. Upon the completion of the additional surveying, a Final Environmental Impact Assessment will be prepared for the proposed development. If required, an application for a benefit permit will be submitted. The concept of a benefit permit is to provide more habitat for species on a permanent basis in an alternative area when an existing area is being lost. This ultimately provides a benefit to the species. We

reiterate that the subject lands form part of the applicant's greater land holdings, providing the opportunity to accommodate a permanent habitat outside of the area of proposed development, as illustrated in Figure 13 above.

Section 3 of the PPS seeks to ensure the protection of public health and safety. The policies in 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 proposed development is not located within any mapped natural hazard lands, and no known aggregate extraction sites are located in proximity to the subject lands. A 30-metre setback from the existing watercourse on the east parcel is proposed, as well as 6-metre structure setback from the realigned intermittent channels on the west parcel, in accordance with CRCA guidelines.

The proposed development of the subject site is consistent with the 2020 Provincial Policy Statement.

6.3 United Counties of Leeds and Grenville Official Plan

The United Counties of Leeds and Grenville Official Plan provides over-arching policy direction on matters of County-wide significance. The policies of the Official Plan intend to ensure a balanced approach to growth management and the protection and conservation of the Counties' natural and cultural heritage. The subject lands are designated Urban Settlement Area on Schedule A to the Official Plan. The December 2019 consolidation of the Official Plan is the most readily available version on the County's website.

Section 2.0: Growth Management and Settlement Areas

Section 2.0 of the Official Plan provides policies to focus growth within settlement areas, as detailed in local Official Plans. The Counties' settlement areas will be the focus of growth and will support a range of land uses and opportunities for intensification, infill and redevelopment that can accommodate the anticipated growth.

Section 2.3.2 speaks to policies relating to urban settlement areas. Urban settlement areas function as the primary centres for growth, development and urban activities. Urban settlement areas will be the focus of residential, commercial, industrial, institutional, cultural, recreational and open space uses. The proposed development will provide a range of uses that work to intensify the currently underutilized subject lands in an efficient and compact form. The proposed development provides a cost-effective layout that makes use of existing infrastructure and servicing capacity within the settlement area. A holding symbol will be placed on portions of the development where servicing capacity is not yet available. The proposed development is in proximity to the existing built up area and will support active transportation through the inclusion of mid-block pedestrian connections which link the proposed residential and commercial blocks to the area of dedicated parkland.

Section 2.6 provides policies relating to economic development within the County. This section encourages an appropriate settlement structure to accommodate evolving needs as they relate to economic activity, while balancing social, cultural and natural environment and other initiatives, and encourages the creation of complete communities. The proposed development will provide a range of uses including residential, commercial, light industrial and parkland uses, which will contribute to the range of housing options, amenities and employment opportunities in the County and support the continued vitality of Lansdowne.

Section 4.0: Natural Heritage, Water Resources and Cultural Heritage

Section 4.0 of the Official Plan provides policies that encourage the protection and enhancement of natural heritage features, functions and systems, and the protection and conservation of water resources and cultural heritage resources.

The United Counties objectives related to the protection and conservation of natural heritage and water resources, and the conservation of cultural heritage resources include:

- a) *Protect natural heritage features and areas for the long term, and foster the creation of an improved and connected natural heritage system, and recognize the importance of provincially, regionally and locally significant features and land forms.*

There are three intermittent channels running through the subject lands. These channels were not identified by the ecologist as having natural heritage value and are largely remnant agricultural drainage channels. Per the

recommendations of the stormwater management report, the existing intermittent channels on the west parcel will be realigned to accommodate the proposed development. Detailed design of the intermittent channel realignment will be provided during the final engineering design of the proposed subdivision. A 6-metre setback is proposed from structures to the proposed high 100 year water surface elevation, as recommended in the CRCA guidelines. A 30-metre setback is proposed from the existing intermittent channel on the west parcel. Additionally, an open space block (Block 216) is proposed to ensure appropriate separation between the proposed development and the channel. The interim Environmental Impact Assessment prepared in support of the proposed development identified a potential habitat for Bobolinks, particularly on the east parcel. Further bird surveys are required, which are anticipated to be completed in the spring and summer months. Upon the completion of the additional surveying, a Final Environmental Impact Assessment will be prepared for the proposed development. If required, an application for a benefit permit will be submitted, through which the applicant will work to ensure the long-term provision of habitat. The concept of a benefit permit is to provide more habitat for species on a permanent basis in an alternative area when an existing area is being lost, which ultimately provides a benefit to the species. We reiterate that the subject lands form part of the applicant's greater land holdings, providing the opportunity to accommodate a permanent habitat outside of the area of proposed development, as illustrated in Figure 13 above.

- d) *Conserve cultural heritage resources, including significant built heritage resources, significant cultural heritage landscapes, and archaeological resources in order to ensure that the Counties' rich cultural heritage is promoted and continues to contribute to the quality of life of its residents.*

A Stage 1 & 2 Archaeological Assessment has been prepared in support of the proposed development. The subject lands have received archaeological clearance from the Ministry of Tourism, Culture and Sport and no negative impacts are anticipated in this regard.

Section 5.0 Natural and Man-Made Hazards

The policies of this Plan seek to protect the residents of the Counties and property by managing natural and human-made hazards, which may represent a risk to health and/or safety or may pose constraints to development. Such hazards may include 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.

Section 5.1 The Counties' objectives related to natural and human-made hazards include:

- a) *Direct development away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage, and not create new or aggravate existing hazards.*

A Phase I Environmental Site Assessment (ESA) was completed for the subject lands, through the recommendations of the report, no negative impacts to public health and safety are anticipated as a result of the proposed development.

- c) *Minimize potential land use conflicts by ensuring compatibility amongst land uses and activities.*

The proposed development provides a range of uses in a compatible built form, contributing to the supply of housing, amenities and employment opportunities in the Village of Lansdowne. Appropriate setbacks are defined through the zoning by-law. Additional compatibility measures, such as buffering, will be further detailed through the site plan control process.

Section 6.0 Transportation, Infrastructure and Servicing

Section 6.0 provides policies which strives to ensure the efficient and cost-effective co-ordination between the growth management framework and the provision of systems of networks and infrastructure so they are financially viable over their life cycle and meet current and projected needs. Section 6.1 states:

The Counties' objectives related to transportation, infrastructure and servicing are to:

- a) *Promote the establishment of a comprehensive and efficient transportation system to move people and goods to support economic development objectives of the Counties.*

The proposed development will provide six (6) new municipally maintained roads on the east parcel and one (1) new municipally maintained road on the west parcel in an efficient layout, to provide access throughout the proposed development. The proposed new municipal roadways will connect to the existing road network by way of County Road 3 and Railway Street. Entrance permits will be required for the proposed new entrances on the east parcel.

- b) *Support and encourage active transportation to contribute to the development of healthy, safe and complete communities and minimize automobile dependence.*

The proposed development is located within the settlement area boundary and is within walking distance to a variety of existing amenities. The proposed development will include a mid-block pedestrian connection linking the proposed residential development to the proposed parkland. Further opportunities for pedestrian connections will be detailed through the subsequent site plan control application for the commercial and multi-unit residential blocks (Blocks 209-212)

- d) Optimize the use of existing infrastructure and public facilities prior to considering the development of new infrastructure.

The proposed development makes use of existing municipal infrastructure, where capacity is available, and represents the rounding out of an existing settlement area. A holding symbol will be placed on the portions of development where servicing capacity is not yet available.

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

A stormwater management plan has been prepared in support of the proposed development. The proposed stormwater management facility is located on Block 6 on the east parcel. The proposed facility will adequately control post-development flows to pre-development levels.

Section 7.0 Implementation and Interpretation

Section 7.0 provides policies relating to the implementation of the Official Plan. Section 7.6.2.6 provides policies relating to plans of subdivision and condominium. The policies applicable to the proposed development are discussed below:

It is the policy of the United Counties of Leeds and Grenville that:

- a. *Only those plans of subdivision and condominium which comply with the policies of this Plan and the local municipal Official Plan will be approved.*
- b. *Under conditions of approval attached to plans of subdivision or condominium pursuant to the Planning Act, Counties Council will require that the applicant enter into an agreement which may be registered against the title of the subject lands and which will address requirements to implement the provisions of this Plan and the local municipal Official Plan.*
- c. *Counties Council will be the approval authority for the lifting of part-lot control within registered plans of subdivision in accordance with Section 50(5) of the Planning Act.*

The proposed development complies with the policies of the County's Official Plan. Conformity with the Township Official Plan is discussed in the next section. The applicant will enter into a subdivision agreement with the County, and any future part-lot control will be reviewed to the satisfaction of the County.

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

6.4 Township of Leeds and the Thousand Islands Official Plan

The Township of Leeds and the Thousand Islands Official Plan was adopted by Council in September 2018 and approved by the United Counties of Leeds and Grenville in November 2018. The Official Plan is intended to guide development activities in the Township through to the year 2031. The vision laid out in the Plan describes how the County intends to satisfy the community's economic needs while enhancing the environment and the historic nature of the area. The Plan addresses matters pertaining to environmental resources, growth pressures, settlement patterns, economic development, agriculture, tourism, commerce and industry, social needs, and more. The relevant policy considerations of the Official Plan are discussed below (with policies cited in *italics*). The following sections of the Official Plan will be addressed:

- / Section 4: General Land Use Policies

- / Section 5: Land Use Designation Policies
- / Section 6: Water Resource Policies
- / Section 7: Transportation and Infrastructure
- / Section 8: Division of Land
- / Section 9: Implementation

Section 4: General Land Use

Section 4 of the Official Plan is intended to address development issues which are common to more than one land use designation. Thus, these policies apply in addition to those policies established under the specific land use designation.

Section 4.1.1 Universal physical access to publicly accessible spaces and buildings shall be ensured, where possible, by:

- a) *Creating a connected network of streets, parks, and open spaces that are universally accessible, including sidewalks with unobstructed pathways and curb cuts on all Township streets. Universal accessibility refers to spaces and buildings that are inherently accessible to people with and without disabilities and/or special mobility needs.*

The proposed development will provide a total of seven (7) new municipally maintained roads, built to Township standards. Six new roads are proposed on the east parcel and one new road is proposed on the west parcel. The roads will be built in a modified-grid pattern providing an efficient site layout. Additional accessibility measures to access the proposed commercial and light industrial blocks will be further determined at the site plan control stage.

Section 4.6 speaks to the compatibility and built form when introducing new development in existing areas, particularly through intensification. Section 4.6.1 outlines the general compatibility provisions to assess new development as follows:

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.*

The proposed development is located within the settlement area. The proposed built form will provide a suitable scale and massing to existing low-density development in the surrounding area, while working to intensify the subject lands. Commercial development and higher-density residential uses will be situated along County Road 3, which extends to the core of Lansdowne, while low-density residential development will front on the proposed new street network. The proposed light-industrial uses will be developed in an area designated for light-industrial use and will be adequately separated from existing and proposed residential uses. Where increased building heights are proposed, such as the proposed low-rise apartment buildings, adequate building separation will maintain compatibility with the surrounding area. The proposed low-rise apartment buildings and industrial blocks will be subject to site plan control, where compatibility measures will be further detailed.

2. *Compatibility of new development should be assessed based on the following criteria:*
 1. *Height and massing: Building height, massing, and scale should be assessed based on the planned or existing uses of 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 will provide a suitable massing and scale to existing development in the surrounding area. Where increased building heights are proposed, adequate building separation and buffering will be described in the zoning by-law, as amended, to ensure compatibility with the surrounding built form. The proposed low-rise apartment buildings and industrial blocks will be subject to site plan control, where additional compatibility measures, such as buffering, will be further addressed.

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

The proposed development will meet the landscaping requirements as described in the zoning by-law. The proposed low-rise apartment buildings and industrial blocks will be subject to site plan control, where compatibility will be further addressed through appropriate landscape buffering.

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

Lighting for the proposed commercial and light-industrial development will be further determined through the site plan control phase.

4. *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 has been prepared in support of the proposed development. The technical study requires additional restrictions, such as a warning clause for traffic and rail noise, which is standard practice for contemporary subdivisions in proximity to roadways and railways. Through the incorporation of the recommendations of the study, no negative impacts are anticipated in this regard.

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

Differing uses are adequately separated through an efficient site layout to ensure the protection of outdoor amenity area for existing and proposed residential development. The proposed commercial and low-rise apartment building front along County Road 3, and back onto proposed 'Street A', providing sufficient separation from surrounding residential uses. Blocks 209-212 will be subject to site plan control, through which further mitigation measures will be detailed.

6. *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 proposed development will provide sufficient parking in accordance with the provisions of the zoning by-law, as amended. Blocks 1-208 on the east parcel will provide parking in individual driveways and garages. Blocks 209-212 on the east parcel are sufficiently sized to accommodate adequate parking on site. Additionally, the subject site is located within the Lansdowne settlement area and is within walking distance to a variety of amenities and recreation opportunities.

7. *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 consideration for CPTED. CPTED practices will be further incorporated and reviewed through site plan control.

8. *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 will meet the setbacks of the zoning by-law, as amended, and will provide landscaped open space and amenity areas similar to the existing built form in the surrounding neighbourhood.

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

The proposed building height is not anticipated to result in uncharacteristic shadowing as a result of the proposed site layout and through adequate building separation as described in the zoning by-law.

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

A Traffic Impact Study prepared in support of the proposed development concluded that through the recommendations of the study, the existing road network can accommodate the increase in traffic levels resulting from the proposed development.

11. *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 will provide appropriate setbacks from uses of differing densities. The proposed low-rise apartment buildings will front onto County Road 3 and will be adequately separated from the existing and proposed low-

density residential uses in the surrounding area. The proposed low-rise apartment buildings will be subject to site plan control, through which the details of design and buffering will be reviewed to the satisfaction of the Township.

12. 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

The proposed development will provide vehicular access by way of seven (7) new municipally maintained roads. Through the completion of required technical studies, including a Noise Impact Assessment and a Traffic Impact Study, no negative impacts are anticipated in this regard.

Section 4.6.3 speaks to industrial facilities and sensitive land uses:

- 1. Proponents of industrial development may be required to provide supporting technical studies, to assist in the evaluation of proposed developments, and where applicable, to determine influence areas, address potential impacts, and identify appropriate separation distances and other mitigation measures. Consideration may also be given to the extent to which increased site plan requirements can reduce the potential impacts.*

Technical studies undertaken as a result of the proposed development include a Noise Impact Study, a Stage 1 & 2 Archaeological Assessment, a Phase 1 Environmental Site Assessment, an Interim Environmental Impact Assessment, a Traffic Impact Study, a Stormwater Management Report, and a Servicing Report. These studies are submitted with the subject applications to describe the technical requirements for the development of the site, as well as any mitigation measures necessary to address potential adverse effects.

- 2. Separation distances between sensitive land uses and potentially conflicting land uses shall be measured in accordance with the Ministry of the Environment, Conservation and Parks (MECP) Guidelines.*

Class I Industrial Facility: means a place of business for a small scale, self-contained plant or building which produces/stores a product which is contained in a package and has low probability of fugitive emissions. Outputs are infrequent, and could be point source or fugitive emissions for any of the following: noise, odour, dust and/or vibration. There are daytime operations only, with infrequent movement of products and/or heavy trucks and no outside storage.

Class II Industrial Facility: means a place of business for medium scale processing and manufacturing with outdoor storage of wastes or materials (i.e. it has an open process) and/or there are periodic outputs of minor annoyance. There are occasional outputs of either point source or fugitive emissions for any of the following: noise, odour, dust and/or vibration, and low probability of fugitive emissions. Shift operations are permitted and there is frequent movement of products and/or heavy trucks during daytime hours.

Class III Industrial Facility: means a place of business for large scale manufacturing or processing, characterized by large physical size, outside storage of raw and finished products, large production volumes and continuous movement of products and employees during daily shift operations. It has frequent outputs of major annoyance and there is high probability of fugitive emissions.

Appendix A of the MECP's D-6 Compatibility between Industrial Facilities Guideline provides classification criteria and examples to categorize a specific industry. The following minimum separation distances shall apply between industrial uses and residential or other sensitive land uses:

- a) Class I Industrial Facilities: 20 m*
- b) Class II Industrial Facilities: 70 m*
- c) Class III Industrial Facilities: 300 m*

The types of industrial uses proposed are Class I uses and the setbacks can be easily achieved with sensitive uses. Additional buffering measures for visual purposes will be incorporated through the site plan control process, which applies to the proposed light-industrial blocks.

Section 4.6.6 provides policies related to railways in accordance with CN Rail's *Municipal Policy Recommendations, 2018*.

- 2. Sensitive land uses shall be discouraged adjacent to or in proximity to rail facilities.*

3. *All proposed development of residential or other sensitive land uses within 300 metres of a railway right-of-way shall be required to undertake noise studies, to the satisfaction of the Township in consultation with the appropriate railway, and shall undertake appropriate measures to mitigate any adverse effects from noise that are identified. All available options, including alternative site layouts and/or attenuation measures, shall be thoroughly investigated and implemented, if practicable, to ensure appropriate sound levels are achieved, particularly with respect to the 55 dBA outdoor living area criterion.*
4. *All proposed development of residential or other sensitive land uses within 75 metres of a railway right-of-way shall be required to undertake vibration studies, to the satisfaction of the Township in consultation with the appropriate railway, and shall undertake appropriate measures to mitigate any adverse effects from vibration that are identified.*

A Noise and Vibration Impact Study has been prepared in support of the proposed development. The vibration measurement results show that the vibration impact is within the acceptable range, as defined by the CN vibration guideline limit. Vibration mitigation measures are therefore not required for this development. Through the recommendations provided in the report, the proposed development is anticipated to comply with the guidelines defined by MECP and CN Rail.

5. *All proposed development adjacent to railways shall ensure that appropriate safety measures, such as setbacks, berms, and security fencing are provided, to the satisfaction of the Township in consultation with the appropriate railway. Where applicable, the Township shall ensure that sightline requirements of Transport Canada and the railways are addressed.*

Block 1 on the west parcel is adjacent to the CN right-of-way. Appropriate safety measures such as berms and security fencing will be further addressed through site plan control.

6. *Implementation and maintenance of any required rail noise, vibration, and safety impact mitigation measures, along with any required notices of title such as warning clauses and/or environmental easements, shall be secured through appropriate legal mechanisms, to the satisfaction of the Township and the appropriate railway.*

The proposed development will implement the mitigation measures of the Noise Impact Study. The technical studies will require additional restrictions, such as a warning clause for traffic and rail noise, which is standard practice for contemporary subdivisions in proximity to roadways and railways.

4.6.7 Sewage Treatment Plants/Disposal Sites and Sensitive Land Uses

1. *A minimum separation distance of 100 m is recommended where residential or other sensitive land uses are proposed in proximity to a municipal sewage treatment plant or a sewage disposal site.*
2. *A minimum separation distance of between 100 m and 400 m is recommended where residential or other sensitive land uses are proposed in proximity to a waste stabilization pond, depending on the type of pond and characteristics of the waste.*

There is an existing sewage disposal site, located adjacent to the Lansdowne settlement area. The subject lands are approximately 600 metres south of sewage disposal site, and no negative impacts are anticipated in this regard.

Section 4.8.3 Archaeology:

10. *Applications for Official Plan and Zoning By-law amendments, plan of subdivision, plan of condominium, minor variances, or consent, as well as for the undertaking of new infrastructure works (e.g. new road, road widening, municipal or communal water or sewage systems, waste disposal sites, etc.) shall be screened by the Township for:*
 1. *their archaeological potential, using the criteria established by the MTCS. At the time of the adoption of this Plan, the criteria have been set out in the document entitled "Criteria for Evaluating Archaeological Potential: A Checklist for the Non-Specialist"; and*
 2. *their marine archaeological potential, using the criteria established by the MTCS. At the time of the adoption of this Plan, the criteria have been set out in the document entitled "Criteria for Evaluating Marine Archaeological Potential: A Checklist for Non-Marine Archaeologists".*

A Stage 1 & 2 Archaeological Assessment has been prepared in support of the proposed development. The site has received archaeological clearance and no further work is required.

Section 4.9 Economic Development

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 proposed commercial and light-industrial uses are located within the Settlement Area of Lansdowne. Uses are proposed to be development on portions of the lands currently designated for the respective uses.

Section 4.12 speaks to housing and the supply of land. Section 4.12.6 states:

1. *Intensification shall be promoted within all land use designations within the settlement areas, where appropriate, as means of making efficient use of existing land, infrastructure, and public service facilities.*

The proposed development makes efficient use of the existing, underutilized parcel of land, will connect to the existing road network, and connects to existing municipal water and sewer services, where available, as demonstrated through the servicing report. The existing municipal services infrastructure has sufficient capacity to accommodate the proposed initial phase of development. A holding symbol will be placed on the remaining portion of the development subject to the availability of sufficient capacity.

3. *For clarity only, as with all forms of development, the compatibility of intensification proposals in existing areas must be assessed based on the compatibility criteria outlined in the Compatibility and Built Form Section of this Plan, in order to mitigate potential adverse effects on existing uses and/or the character of the area and will be subject to the other policies of this Plan, including servicing requirements, as applicable.*

The proposed development provides a compatible built form as outlined in Section 4.6, discussed further above.

Section 4.14 provides policies relating to sensitive land uses (eg: residential, daycare, educational or health care facility) in close proximity to a major noise source should be accompanied by a Noise Feasibility Study prepared by a qualified professional. Detailed noise studies are required when a development is within 250 m of Provincial Highway 401 or within 300 m of a railway. A noise impact study was prepared in support of the proposed development. Through the recommendations provided in the report, the proposed development is anticipated to comply with the guidelines defined by MECP and CN Rail.

Section 5: Land Use Designation Policies

Section 5 outlines policies relating to the applicable land use designations as identified in the Official Plan. The subject lands are designated Residential, Light Industrial and Highway Commercial on Schedule B1 Land Use Designations of the Township of Leeds and Thousand Islands Official Plan.

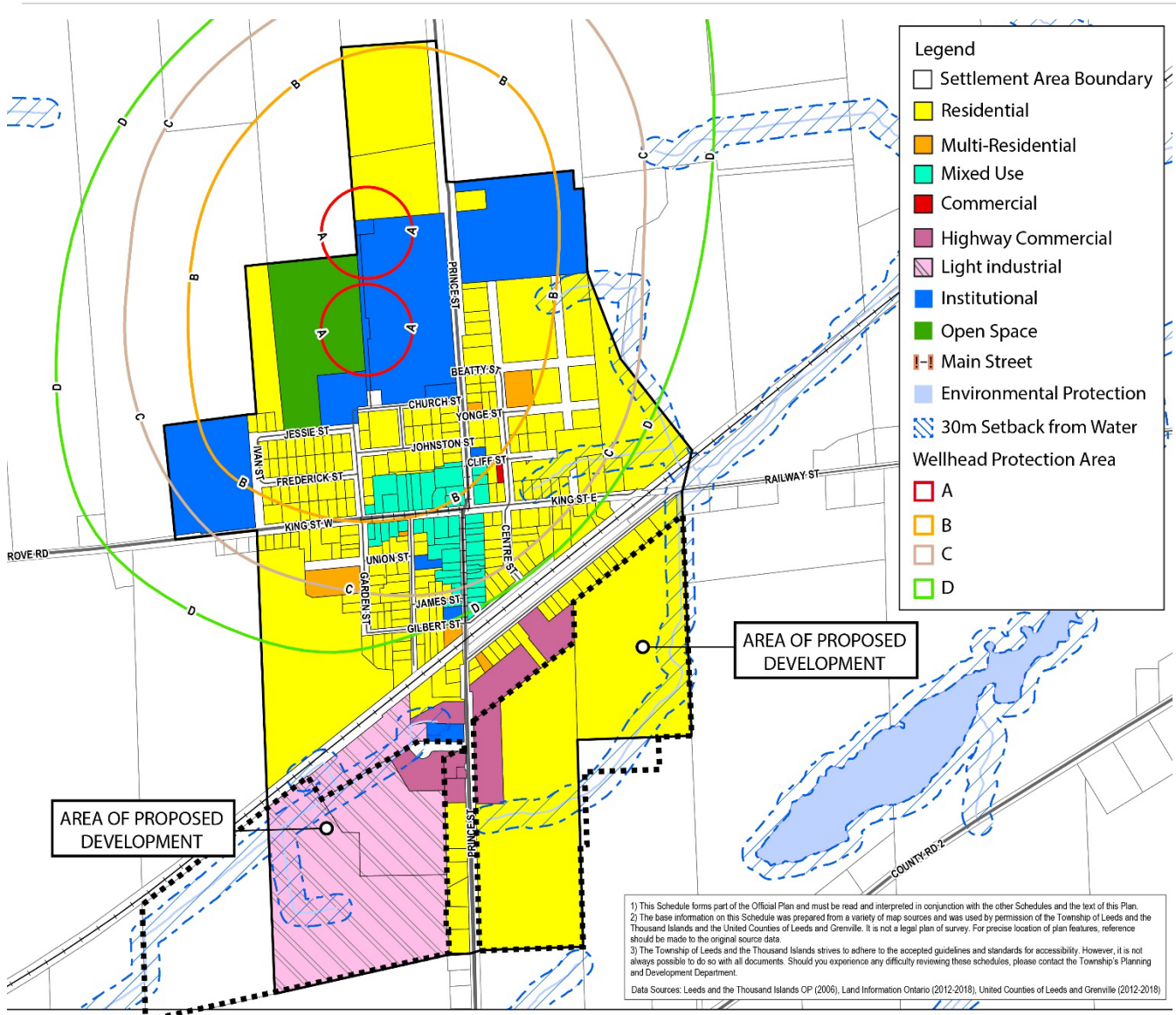


Figure 14: Land Use Designation Schedule B1 (Source: Township of Leeds and Thousand Islands)

Section 5.5 outlines policies relating to the Township’s natural heritage system. Section 5.5.3 speaks to endangered and threatened species, as follows:

2. *Development and site alteration shall not be permitted within significant habitat of threatened and endangered species as identified by the MNR, except in accordance with provincial and federal requirements. If impacts to an endangered species or threatened species cannot be avoided, a permit or agreement under the ESA must be obtained before the activity proceeds. The proponent should work directly with MNR district staff to develop agreements or permits when required.*

The Interim Environmental Impact Assessment identified a potential habitat of bobolinks. Further bird surveying is required and is currently being completed in the spring and summer months of 2021. If required, an application for a benefit permit will be completed to meet provincial and federal requirements to offset the habitat loss. The subject lands form part of the applicant’s greater land holdings, providing the opportunity to accommodate a permanent habitat outside of the area of proposed development. The land holdings are illustrated in Figure 13 above.

Section 5.8 provides policies relating to settlement areas. The villages designated as settlement areas shall be the focus of growth in the Township. These communities have historically provided, to varying degrees, a mix of residential uses, tourism-based retail and service uses, as well as community facilities. Section 5.8.1.1 outlines policies relating to the Village of Lansdowne, encouraging a diverse and sustainable development to support its function as a community hub.

The Goals of Section 5.8.1.1 are as follows:

1. Preserve the existing character of the village.

The proposed development will provide a compatible built form, in accordance with the policies of Section 4.6, that is considerate of the existing character of the village. The proposed development will introduce higher density residential development to an under-utilized area within proximity of Lansdowne's core, representing a unique opportunity to increase the Village's housing stock while maintaining the characteristics of the Village.

2. Encourage the co-location of services to establish Lansdowne as a community hub with a village feel.

The proposed mixed-use development incorporates commercial, light-industrial, residential and parkland uses which will support the continued vitality and liveability of the surrounding area. This represents a unique opportunity to increase the supply of housing and improve existing and future resident's accessibility to amenities and employment opportunities while maintaining the characteristics of the Town. The proposed commercial uses will be supported by both the proposed new residential developments, as well as the existing residential uses in the surrounding area.

3. Encourage denser development and infill on existing municipal services, where appropriate.

The proposed development represents an efficient use land within the urban boundary, introducing mixed-density housing forms which can be accommodated by existing municipal infrastructure. As per the findings of the Serviceability Report, existing municipal infrastructure has sufficient capacity to accommodate the initial phase of the proposed development. Where servicing capacity is not yet available, a holding symbol will be placed on the remaining lots/blocks until adequate servicing levels can be demonstrated. The Traffic Impact Study demonstrates that the existing road network and proposed accesses to the site will have sufficient capacity to accommodate the proposed development through the incorporation of the provided recommendations. Active transportation will be improved in the area through the creation of publicly accessible pedestrian connections throughout the site, connecting the provided parkland space.

4. Encourage commercial development along main streets to increase services for residents and tourists.

The proposed commercial development will front along County Road 3, which extends into the core of the Village of Lansdowne. The proposed commercial development will increase services and amenities in proximity to the proposed and existing residential development in Lansdowne.

5. Promote a diversity of low density and higher-density housing options.

The proposed development will provide mixed-density housing forms including single-detached and low-rise apartment dwellings, further contributing to the range of housing options in Lansdowne.

6. Encourage mixed use development, such as residential uses on upper floors of commercial uses.

The proposed mixed-use development will incorporate commercial, residential and light-industrial uses in a complementary manner, that is considerate of the existing built form in the surrounding area. The proposed residential and light-industrial uses will be adequately separated to ensure compatibility of the proposed built form, while increasing available amenities and employment opportunities in the surrounding area.

Section 5.8.2 outlines the general land use policies for settlement areas:

- 1. Ivy Lea, Lansdowne, Lyndhurst, Rockport, and Seeley's Bay are designated as Settlement Areas. Consistent with the settlement structure established in the United Counties of Leeds and Grenville Official Plan, Lansdowne is categorized as an urban settlement area where municipal water and sewage services are available; it shall be a focus of growth and shall accommodate a broad range of uses. Ivy Lea, Lyndhurst, Rockport, and Seeley's Bay are categorized as rural settlement areas, where development shall proceed on public or private communal*

systems, or private individual systems; these areas may continue to experience growth, though more limited than in Lansdowne, through appropriate infilling, redevelopment, and development of vacant lands. The lands designated for each of these communities represent the areas of existing development and future growth and development.

The proposed development is within the Lansdowne Settlement Area, where growth is to be directed.

2. *Settlement Areas are intended to be developed for a variety of compatible uses. These uses are designated on Schedules 'B1' through 'B5', and shall be guided by the policies of this Section and the other applicable policies of this Official Plan.*

The proposed site layout has been designed in accordance with the land uses as identified on Schedule B1 to the Official Plan. An application for Official Plan Amendment is proposed to redesign Blocks 211-212 from Residential to Multi-Residential to permit the proposed low-rise apartment buildings.

3. *The urban Settlement Area of Lansdowne is one of five (5) urban settlement areas in the United Counties of Leeds and Grenville. Lansdowne shall be developed on the basis of municipal piped water supply and sewage disposal systems. In the implementing Zoning By-law, lands within the Settlement Area of Lansdowne which are not currently serviced by municipal piped water and sewer services will be placed in a holding zone until such time as the owner(s) and the municipality enter into an agreement concerning the extension of such services. In the interim, Council may permit such land to be used for purposes which will not in any way prejudice the eventual servicing of the land.*

The entirety of the proposed development will proceed on municipal water and sewer. The servicing report demonstrated that adequate capacity is available to service the proposed initial phase of development. A holding symbol will be placed on the remaining portions of the development subject to the availability of servicing capacity.

5.8.2.1 Residential Designation in the Settlement Areas

1. *In the Residential designation, development shall generally be limited to low densities such as single-detached dwellings, semi-detached dwellings, and duplexes, as well as retirement homes.*
2. *Multi-residential development shall be considered in all rural Settlement Areas to allow a range of residential types, including triplexes, townhouses, and low-rise apartments, if adequate servicing capacity can be demonstrated and subject to all applicable policies of this Plan. Accessory buildings shall be of limited height.*

The proposed development will provide single-detached dwellings, semi-detached dwellings and two (2) low-rise apartment buildings. It is proposed to redesignate Block 211 and Block 212 to multi-residential to permit the proposed low-rise apartment buildings. Block 211-212 are conveniently located on the periphery of the proposed subdivision, providing an appropriate transition to the proposed low-density residential lots to the east. The proposed development provides an efficient site layout, which ensures that varying densities are appropriately located, contain sufficient lot sizes to accommodate parking and landscaped open space and are adequately separated to ensure compatibility. Buffering measures between the proposed low-rise apartment buildings and low-density residential uses will be further detailed through site plan control.

4. *In reviewing development applications, the Township shall ensure that proposed intensification and redevelopment is compatible with surrounding uses, in accordance with the Compatibility and Built Form Section of this Plan.*

The policies of Section 4.6 are discussed further above. The proposed development provides an efficient site layout and lot orientation that is considerate of existing uses in the surrounding area, providing a compatible built form while simultaneously working to intensify the subject lands.

5. *New residential development will be encouraged to occur by registered plan of subdivision or condominium, especially where new public roads are being created. In other instances, development may proceed by the consent process. Residential development proposals will not be recommended for approval unless:*
 - a. *Soil and drainage conditions are suitable to permit the proper siting of buildings; and*
 - i. *connection to piped services is undertaken in accordance with Township requirements; or*

- ii. *a hydrogeological and terrain analysis and impact assessment of nitrates on groundwater quality will be required to demonstrate that a satisfactory supply of water and sewage disposal system exists where private services are permitted.*

The proposed development will be serviced by existing municipal water and sewer services, as demonstrated by the Servicing Report. The servicing report demonstrates that sufficient capacity is available to service the proposed initial phase of development. A holding symbol will be placed on the remaining portion of the development through the proposed site zoning until the availability of servicing capacity can be demonstrated.

- b. *Access can be provided directly to a public road which is of a standard of construction capable of permitting access by school buses, ambulances, fire trucks, and other essential service vehicles;*

Access to the proposed development will be provided by way of seven (7) new municipally maintained roads connecting to County Road 3, as demonstrated in the draft plans of subdivision.

- 6. *The minimum lot areas are appropriate for the uses proposed, and in accordance with the requirements of the Zoning By-law.*

The proposed development provides appropriate lot sizes that meet the minimum lot area requirements of the zoning by-law.

- 7. *In recognition of the future needs of the population, new residential development should provide opportunities for affordable housing, as well as housing suitable for an aging population and persons with disabilities, in accordance with the policies of the Housing and Supply of Land Section of this Plan.*

The proposed development provides a range of housing types including single-detached dwellings and low-rise apartment dwellings, catering to a variety of users and housing needs.

5.8.2.2 Commercial Designations in the Settlement Areas

- 1. *Commercial development should be of a scale catering to the residents of and tourists to the Settlement Areas and surrounding rural area. Such development should front on an arterial or collector road, wherever possible. Council shall ensure that any proposed commercial use is compatible with neighbouring residential uses, particularly in regard to appearance, traffic generation potential, noise and other environmental factors, in accordance with the Compatibility and Built Form Section of this Plan. Such provisions as buffering, adequate off-street parking, control of ingress and egress to the commercial site and other restrictions may be imposed. In particular, the negative effects associated with tour bus parking, especially fumes and noise, shall require mitigation.*

The proposed commercial development will front on County Road 3 and will occur in an area designated for Highway Commercial Use, in accordance with the Official Plan. The proposed commercial uses will be subject to site plan control, through which compatibility measures can be further refined.

- 3. *In the Highway Commercial designation, permitted uses shall generally be limited to commercial uses that serve the needs of residents and the travelling public, including those uses that may require large parcels of lands, large areas of surface parking, and access by major roads. Specific permitted uses may include small and large-scale retail, wholesale, service commercial uses (e.g. bank, convenience store, service station, etc.), motels and hotels, restaurants, establishments supplying fuel, building materials, and hardware, and other similar uses.*

While specific commercial uses are not yet known, the uses permitted in the general commercial (CG) zone, as amended, are in accordance with the policies of the Official Plan.

- 5. *Where they are located adjacent to residential uses, commercial uses should complement and serve the needs of adjacent residential uses. Such uses may include convenience stores, grocery stores, retail, personal service uses, offices, banks, daycares, and other similar uses.*

The proposed commercial development is adjacent to the existing and proposed residential uses and will provide additional services for residents, further contributing to the vitality of Lansdowne.

6. *Commercial uses shall be developed in a compact form to maximize use of land and to minimize intrusion into residential areas.*

The proposed commercial development provides an efficient and compact built form, in an area designated for Highway Commercial Use. Commercial development will front onto County Road 3, which extends into the Main Street of Lansdowne, minimizing intrusion in residential areas while increasing residents' access to amenities.

7. *New commercial development shall be oriented to the street, where possible, and shall incorporate attractive streetscaping elements, such as landscaping, signage, decorative lighting, and pedestrian connections for access between public streets, parking areas, and building entrances, as determined in consultation with the Township.*

The proposed commercial development will front on County Road 3. Streetscaping elements will be further determined through the site plan control process.

8. *To support walkability and built form, minimum and maximum front yard setbacks may be specified in the implementing Zoning By-law.*

The proposed commercial development is in proximity to Lansdowne's Main Street area and is within walking distance of a range of existing and proposed residential uses. Appropriate setbacks will be further described through the zoning by-law.

9. *Adequate vehicular and bicycle parking and off-street loading facilities shall be provided for all permitted uses. Access points to parking areas shall be limited in number and designed in a manner that shall minimize the danger to both vehicular and pedestrian traffic.*
10. *Where off-street parking is required, such parking shall generally be located to the rear or side of buildings, in order to foster a pedestrian-friendly environment.*
11. *Parking lots shall be conveniently located, in such a manner as to provide safe access to public roads and sidewalks, or other pedestrian corridors. They shall be appropriately buffered and landscaped in order to reduce their microclimatic and visual impact on the surrounding area. The demolition of existing buildings for the development of surface parking lots shall be discouraged.*

The proposed commercial development will be designed in consideration of the policies of the Official Plan. The location of parking, bicycle storage, buffering and landscaping will be further determined through site plan control.

12. *Commercial uses are designated as Site Plan Control areas.*

All future development on the proposed commercial blocks will be subject to site plan control.

14. *The Township shall encourage infill on existing lots of record where services and utilities are available, or where it can be supported by public or private communal systems or private individual systems, subject to the policies of the Servicing Requirements Section of this Plan.*

The proposed commercial development represents the efficient use of the under-utilized subject lands within the settlement area, on existing municipal infrastructure. Where capacity is not yet available, a holding symbol will be placed on the respective blocks until adequate servicing capacity can be demonstrated.

5.8.2.7 Light Industrial Designation in the Settlement Areas

1. *The Light Industrial designation identifies areas which, because of their location, accessibility, and present characteristics, are deemed suitable for industrial uses.*

The proposed light industrial development will occur within the area designated for light industrial use on Schedule B1 to the Official Plan.

2. *In the Light Industrial designation, industrial uses of relatively small scale and which cause minimal impacts, such as those uses that are of a warehousing, manufacturing, storage, repair, wholesaling, recycling, and transportation nature, shall be permitted, provided priority is given to the protection of adjacent existing and proposed residential uses. Complementary uses such as business park and office uses, recreational facilities,*

hotels/conference centres, and other such complementary uses which are in keeping with the overall mix of uses in the surrounding area, shall also be permitted.

The proposed development on the west parcel will permit light industrial and limited commercial uses. Commercial uses will be limited to specific blocks through the provisions of the zoning by-law, as amended, to ensure the primary use of the business park remains industrial in nature. The proposed commercial uses include a recreation facility and an adventure centre. The adventure centre is proposed to be located on a portion of the lands which is currently designated for Highway Commercial Use. It is intended that the proposed commercial uses will be used as an asset to attract permitted employment uses, while maintaining the core use of the site as a light-industrial business park.

3. *In considering industrial uses and/or complementary uses, Council shall ensure that the proposed use is compatible, particularly in regard to appearance, traffic generation potential, neighbourhood disruption and to emissions of dust, fumes, noise, odour, smoke or vibration, in accordance with the Compatibility and Built Form Section of this Plan. Buffering, adequate offstreet parking, control of ingress and egress and other restrictions may be imposed.*

The primary use of the west parcel is intended to be light industrial in nature, with a mix of limited commercial uses. The proposed development is in an area anticipating of this type of development in accordance with the Official Plan land use designation. Technical studies to assess potential impacts in terms of noise, traffic, environmental impact and archaeological impact have been completed. Where the studies recommend mitigation measures to reduce potential impacts, the mitigation is proposed to be implemented through the proposed zoning by-law amendment (e.g. landscaped open space) and/or through the individual site plan control applications required for future development of individual blocks (e.g. sound transmission class rating for building materials and noise mitigation). Given the context of the subject site, it is our opinion that the proposed recreation facilities are well-suited to the site. The proposed recreation centre has different locational requirements than traditional commercial uses, providing a large-scale commercial use which is compatible with the light-industrial uses permitted on the surrounding lands. The proposed recreational facility conforms to the permitted complementary uses established by the Official Plan. Thus, the nature of these types of uses are generally considered to be compatible within employment lands and industrial designations.

4. *Secondary uses may be permitted in the Light Industrial designation, provided they are incidental to the industrial operations; they provide a service for the industrial area or increase its attractiveness for industry; and they have characteristics or functional requirements similar to the industries.*

The proposed complementary commercial uses are compatible with the proposed light-industrial uses as they are larger scale commercial recreation uses that are commonly permitted in industrial designations in surrounding municipalities, including the City of Kingston and the City of Belleville. Complementary commercial uses will be limited to Blocks 2 and 5 to maintain the primary use of the west parcel as light industrial. A portion of Block 2 is currently designated 'Highway Commercial' in the Official Plan, further limiting the amount of commercial use on the designated employment lands. The proposed recreation facilities are intended to act as an asset to further stimulate economic activity and support the vitality of the business park, as well as attract potential light-industrial users. Commercial uses will be limited through the corresponding zoning by-law amendment. Thus, the proposed commercial uses are not anticipated to prevent the current operation or future expansion of industrial uses in the area.

5. *Outdoor storage areas shall be limited in size through the Zoning By-law.*
6. *Adequate buffering will be provided between industrial uses and neighbouring sensitive land uses (e.g. residential uses), in accordance with the Compatibility and Built Form Section and the Industrial Facilities and Sensitive Land Uses Section of this Plan, as applicable.*

Appropriate development standards relating to outdoor storage, setbacks, and buffering are described through the site-specific zoning, as amended. Further buffering measures will be determined through the individual site plan control applications required for future development of individual blocks.

7. *Industrial uses are designated as Site Plan Control areas.*

Future development on Blocks 1-5 will be subject to site plan control.

8. *Industrial uses will be placed in appropriate categories in the implementing Zoning By-law.*

The proposed zoning by-law amendment describes appropriate standards for the proposed light industrial uses.

Section 6.0: Water Resources Policies

Section 6.0 of the Official Plan provides policies relating to the protection of water resources, including groundwater features, hydrologic functions, surface water features, and shorelines, from contamination and degradation associated with certain land uses and activities. The intent of this section is to maintain the health and ecological functions of the natural environment, as well as the quality of life experienced by existing residents, business and tourists.

Section 6.1.3 Stormwater Management

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 has been prepared in support of the proposed development, which demonstrates that stormwater management can be implemented within the subdivision in support of the subject applications. Post development flows will be limited to pre-development levels for the proposed development and a normal level of quality control is required onsite. Detailed design of enhanced roadside ditches, intermittent channel realignment, culvert crossings, outfalls and stormwater management facility outlet structures will be provided during the final engineering design of the subdivision.

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 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.*

As demonstrated through the stormwater management report, a normal level of quality control is required onsite. The proposed stormwater management facility has been planned and designed in accordance with the MECP guidelines.

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

The proposed stormwater management facility will be maintained at the owner's expense and will not impose a financial burden on the Township.

4. *A Stormwater Management Plan shall be required for new plans of subdivision and major development proposals, including for 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.*

A stormwater management report has been submitted in support of the proposed development, which demonstrates that stormwater management can be implemented within the subdivision in support of the subject applications. The stormwater management report will be reviewed to the satisfaction of the Township.

Section 6.1.2.1.3 Highly Vulnerable Aquifer and Significant Groundwater Recharge Areas

As with many areas throughout eastern Ontario, thin soils and fractured bedrock dominate the majority of the landscape within the Township of Leeds and the Thousand Islands. These conditions result in widespread recharge

and high groundwater vulnerability. Schedule 'A6' of this Plan illustrates a highly vulnerable aquifer and significant groundwater recharge areas, where the following policies shall apply:

1. *New development and/or expansions to existing developments within significant groundwater recharge areas and/or highly vulnerable aquifer that involve the storage or manufacture of potential contaminants (that could include DNAPLs, organic solvents, commercial fertilizer, pesticides, liquid fuel, road salt, snow storage, mine tailings and PCBs) where they would constitute a drinking water threat may be subject to risk management measures to protect the groundwater.*
2. *The Zoning By-law should restrict land uses, as applicable, in the highly vulnerable aquifer and significant groundwater recharge areas.*
3. *New development and/or expansions to existing development associated with non-residential planning applications located within vulnerable areas may be subject to Site Plan Control. Requirements may include a Risk Reduction Plan to identify measures to be incorporated into the development for land uses that involve the storage or manufacture of potential contaminants (that could include DNAPLs, organic solvents, commercial fertilizer, pesticides, liquid fuel, road salt, snow storage, mine tailings and PCBs) where it would constitute a drinking water threat. The Risk Reduction Plan must be completed to the satisfaction of the Township.*
4. *The Risk Reduction Plan may be waived if a hydrogeological sensitivity study, prepared by a qualified professional, demonstrates that the subject lands do not exhibit the characteristics of a highly vulnerable aquifer or a significant groundwater recharge area.*

No negative impacts to the HVA are anticipated through the proposed residential uses. Future applications for site plan control will be required for all blocks containing non-residential development, through which Risk Management Plans may be requested at the municipality's discretion.

Section 7.0 Transportation and Infrastructure

Section 7.0 provides policies that encourage pedestrian and bicycle-friendly environments to encourage active transportation throughout the Township.

Section 7.1 of the Official Plan outlines the Townships vision to provide pedestrian and bicycle-friendly environments that encourage active transportation. The proposed development connects to the existing street network and provides sidewalks and mid-block pedestrian connections to the proposed parkland. The site's location in proximity to the core of Lansdowne will further encourage active transportation modes to access nearby amenities. The proposed development will increase the level of employment opportunities and commercial amenities in proximity to existing and proposed residential development.

Section 7.4 provides policies relating to the Township's road network. The policies of this section encourage the creation of a safe, convenient and functional multi-modal road network. The proposed development connects to the existing road network. Entrance permits will be required for all proposed access points. The proposed development will be reviewed to the satisfaction of the County and the Township, in accordance with the Counties of Leeds and Grenville County Roads Department Policy Statement.

Section 7.5 speaks to servicing requirements in the Township. The proposed development will connect to municipal water and sewer servicing, in accordance with Section 7.5.1. The servicing report demonstrates that existing capacity is available to service the initial phase of development. A holding symbol will be placed on the remaining portions of the development until adequate servicing capacity can be demonstrated.

Section 8.0 Division of Land

The policies of the Official Plan apply to the creation of new lots either by plan of subdivision, plan of condominium or by consent.

Section 8.1 provides general policies relating to the division of land. The policies relating to the proposed development are as follows:

2. *New residential lots should abut an open public road to better facilitate the provision of services such as school bussing, emergency services (fire, ambulance, police), snow plowing, and municipal road maintenance.*

All proposed lots will have frontage on a municipally maintained road. The road network has been designed with consideration for safety and access for emergency vehicles.

5. *The size and shape of any new lot shall be appropriate for the use proposed, and in no case shall any parcel be created which does not conform to the policies of this Official Plan.*

The proposed subdivision provides a range of parcel sizes catering to a variety of users. All lots are adequately sized for the proposed use and conform to the policies of the Official Plan.

9. *No division of land shall create a financial burden on the Township with respect to the provision of municipal services or facilities.*

All expenses related to the subdivision and extension of services will be incurred by the developer. As demonstrated by the servicing report, the existing pumping station may require pump upgrades and the sewage lagoons will require upgrading to facilitate the full buildout of the proposed development. These upgrades are recommended to be completed by the Township, per the recommendations of the servicing report.

10. *All division of land shall meet the requirements of the Parkland Dedication Section of this Plan.*

The proposed development provides 1.83 hectares of parkland located to the east of the site in accordance with the policies of Section 9.13, discussed further below.

Section 8.3 provides policies relating to plans of subdivision and plans of condominium.

1. *Subdivisions shall be limited to approximately 20 lots per phase, in order to ensure minimal financial impact on the Township. A subsequent phase of a subdivision should not exceed approximately 20 lots, and should not be draft approved until previous phases have had dwellings constructed on approximately 75% of the lots.*

The proposed Official Plan Amendment seeks to allow the proposed mixed-use subdivision on the east parcel to proceed at 60 lots per phase, strengthening the financial feasibility of the proposed development. As demonstrated through the Servicing Report, sufficient capacity is available to accommodate the initial phase of development, which is proposed to be further divided into subphases to meet the proposed 60 lot phase. Increasing the limit of development to 60 lots per phase seeks to permit an appropriate level of intensification within the Settlement Area, making an efficient use of available infrastructure and contributing to the supply of available housing options in the Township.

The west parcel will proceed under the proposed block plan. When future users are identified, it is anticipated the Blocks may be further subdivided through part lot control.

2. *The minimum lot size in a plan of subdivision shall be determined by the completion of a servicing options report.*

The proposed development will connect to municipal water and sewer services, as demonstrated through the servicing report. The proposed lot sizes meet the minimum lot requirements of the zoning by-law.

Section 9.0 Implementation

Section 9.13 Parkland Dedication

1. *As a condition of a plan of subdivision or condominium, consent, or commercial or industrial development via site plan approval (provided that parkland dedication has not already been provided), the Township is entitled to a dedication of land for park purposes, in accordance with the provisions of the Planning Act.*
2. *The Township may require the owner of the land to convey to the municipality, for park or other public recreational purposes, up to 2% of the land proposed for commercial or industrial purposes.*
3. *The Township may require the owner of the land to convey to the municipality, for park or other public recreational purposes, up to 5% of the land proposed for residential purposes, or in lieu of such conveyance, require that land included in a plan of subdivision be conveyed to the municipality, for park or other public recreational purposes, at a rate of one hectare for each 300 dwelling units proposed, or at such lesser rate as*

may be determined by the municipality, in accordance with the Parkland Dedication By-law. The Township has and shall continue to set out its rates by By-law.

The proposed development provides a total of 1.83 hectares of parkland, exceeding the requirements of the Planning Act and the Official Plan. A total of 0.34 hectares (2%) of parkland is required for the proposed commercial and industrial development and 0.76 hectares (5%) of parkland is required for proposed residential development. In addition to the provided parkland, the proposed recreation facility and adventure park will further contribute to the recreation opportunities for residents.

6. *Where lands are to be dedicated for park purposes, the Municipality will accept only those lands suitable for development as public open space and will not accept any land which, by its physical character or location, is not immediately suited to park use or would require extensive development or rehabilitation in order to make it suitable for park use. Lands to be dedicated for park purposes should follow these guidelines:*
- a) *be relatively level and not be required for drainage purposes, nor contain hazard lands, such as lands susceptible to flooding or identified as flood plain, having steep slopes or other physical features which are unsuitable for open space or park development;*
 - b) *be located within a neighbourhood or community context to provide convenient pedestrian and vehicular access;*
 - c) *be located to optimize linkages to existing public parks, trails, or other recreational facilities, where feasible;*
 - d) *generally provide a reasonable park configuration to accommodate the dimensions and shape of large playing fields (e.g. soccer fields, baseball fields, etc.);*
 - e) *have adequate access within the development;*
 - f) *be provided with basic service requirements; and*
 - g) *be developed in accordance with other Township parkland standards, if applicable.*

The proposed parkland is of sufficient size and is efficiently linked to the proposed residential subdivision on the east parcel through the inclusion of mid-block pedestrian connections, and frontage along Street A and Street F. A pedestrian connection is proposed through Block 215, providing additional access to the proposed parkland. The proposed parkland will be developed in accordance with Township parkland standards, to the satisfaction of the Township.

Section 9.19.1 Holding Zones

1. *Holding zones will be used in locations where land is being zoned for a particular use but where certain conditions must be satisfied before development can proceed. Holding by-laws may be used where the principle of development has been established through scrutiny under the Planning Act. These conditions may include:*
 - c) *completing any necessary servicing or other agreements related to the development;*
 - d) *satisfying Council's financial requirements related to the development; and*
 - e) *the phasing of the proposed development to Council's satisfaction.*

The presence of a holding zone is shown by the addition of a suffix "-h" following the zone symbol in the Zoning By-law. The suffix "-h" will be removed by by-law amendment once the conditions have been met.

2. *While a holding zone is in effect, only existing uses will generally be permitted. However, the Zoning By-law may allow the land to be used for a purpose which does not detract from or prejudice the fulfilment of the long-term planning objectives for the lands. No Official Plan amendment will be required provided this policy is complied with.*

Holding zones are proposed to be applied to the portion of the development that cannot be accommodate by the current servicing capacity, as demonstrated through the servicing report.

It is our professional planning opinion that the subject applications conform with the intent of the Township of Leeds and Thousand Islands Official Plan.

7.0 Proposed Official Plan Amendment

The East parcel is designated Residential and Highway Commercial in the Township's Official Plan. The residential designation permits low densities such as single-detached dwelling, semi-detached dwellings and duplexes, as well as retirement homes.

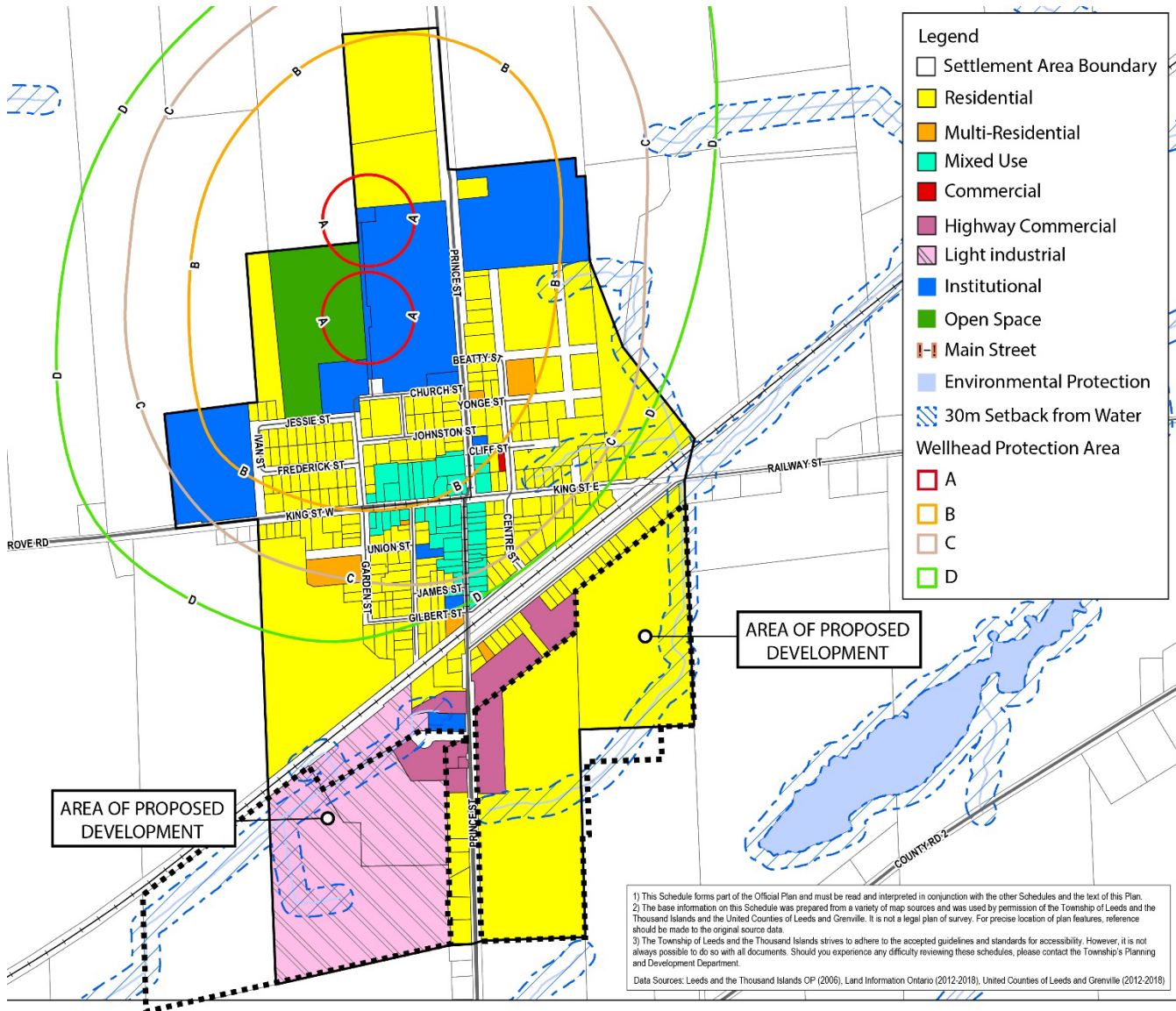


Figure 15: Current Official Plan Designation

The proposed low-rise apartment dwellings fronting along Prince Street are not permitted within the current Residential designation. As such, it is proposed to redesignate Block 211 and Block 212 from Residential to Multi-Residential to permit the proposed low rise apartment blocks. It is also proposed to extend the existing Highway Commercial designation to the entirety of Block 209 and Block 210 to permit the proposed commercial use.

Additionally, it is proposed to establish a Special Exemption Area on the entirety of the east parcel to allow the draft plan of subdivision to proceed at a rate of 60 lots per phase, whereas Section 8.3.1 of the Official Plan currently limits draft approval to 20 lots per phase. Further justification for each of the proposed Official Plan amendments is provided below.

Multi-Residential Designation

It is proposed to redesignate Block 211 and Block 212 from Residential to Multi-Residential to permit the proposed low-rise apartment dwellings. The subject site is located within the Settlement Area of Lansdowne. As demonstrated by the Servicing Report, sufficient servicing capacity is available to service Block 212. Development of Block 211 will not proceed until it can be demonstrated that sufficient servicing capacity is available. The future development of Block 211 and Block 212 will be subject to site plan control, to ensure that future development is compatible with surrounding residential uses, including buffering, adequate off-street parking, ingress and egress and other potential restrictions.

The subject site is currently an underutilized site in an area that is well-suited for intensification. The site is well-connected, conducive of pedestrian travel, and within proximity to a range of amenities including commercial uses and parkland. The proposed low-rise apartment dwellings are appropriately located along Prince Street and provide an appropriate transition to the adjacent residential lots to the east. The proposed low-rise apartment dwellings will contribute to the diversity of housing options in the Village.

Highway Commercial Designation

Block 210 is partially designated Highway Commercial and Residential in the Official Plan. The Official Plan directs highway commercial designations to locate along arterial or collector roads, where possible. Block 210 has frontage along Prince Street, a major transportation corridor in the Village. It is proposed to extend the existing Highway Commercial Designation to the entirety of Block 210 to permit the proposed commercial use. Block 210 is conveniently located along Prince Street, providing opportunities to support walkability to existing development, while minimizing intrusion into the adjacent residential areas. The proposed commercial block will provide additional amenities to serve the current and future residents in Lansdowne. Further compatibility between the proposed commercial and residential development will be established through a future site plan control application for the commercial block.

Phasing

It is proposed to establish a Special Exemption Area to the entirety of the East Parcel to allow the proposed draft plan of subdivision to proceed at a rate of 60 lots per phase. Each subsequent phase should not exceed approximately 60 lots and should not be draft approved until previous phases have had dwellings constructed on approximately 75% of the lots.

It should be noted that the proposed draft plan of subdivision illustrates the desired lot fabric at full buildout. As demonstrated by the Servicing Report, sufficient capacity is available to service the initial phase of development. Given the scale of the proposed subdivision at full build-out, the proposed phasing would allow the subdivision, and the required future servicing upgrades, to proceed in a financially viable manner, while minimizing the level of financial impact on the Township. In our experience the economies of scale do not work well on small, serviced developments due to costs associated with constructing and planning for infrastructure (i.e. roads, pipes, electricity and telecommunications). The proposed phasing limits would increase the supply of housing options in Lansdowne in an appropriate manner which reflects the phasing of modern subdivisions of a similar scale.

8.0 Current and Proposed Zoning

The site is partially zoned First Density Residential (R1-h), Light Industrial (ML-h) and Highway Commercial (Ch-h) on Schedule 'F' of the Township of Leeds and Thousand Islands Zoning By-law No. 07-079. The portion of the lands located outside of the settlement area, intended to accommodate the proposed parkland, and stormwater management facility are currently zoned Rural on Schedule 'A'. Therefore, a zoning by-law amendment is required to permit the proposed uses and to describe appropriate performance standards to reflect the proposed development.

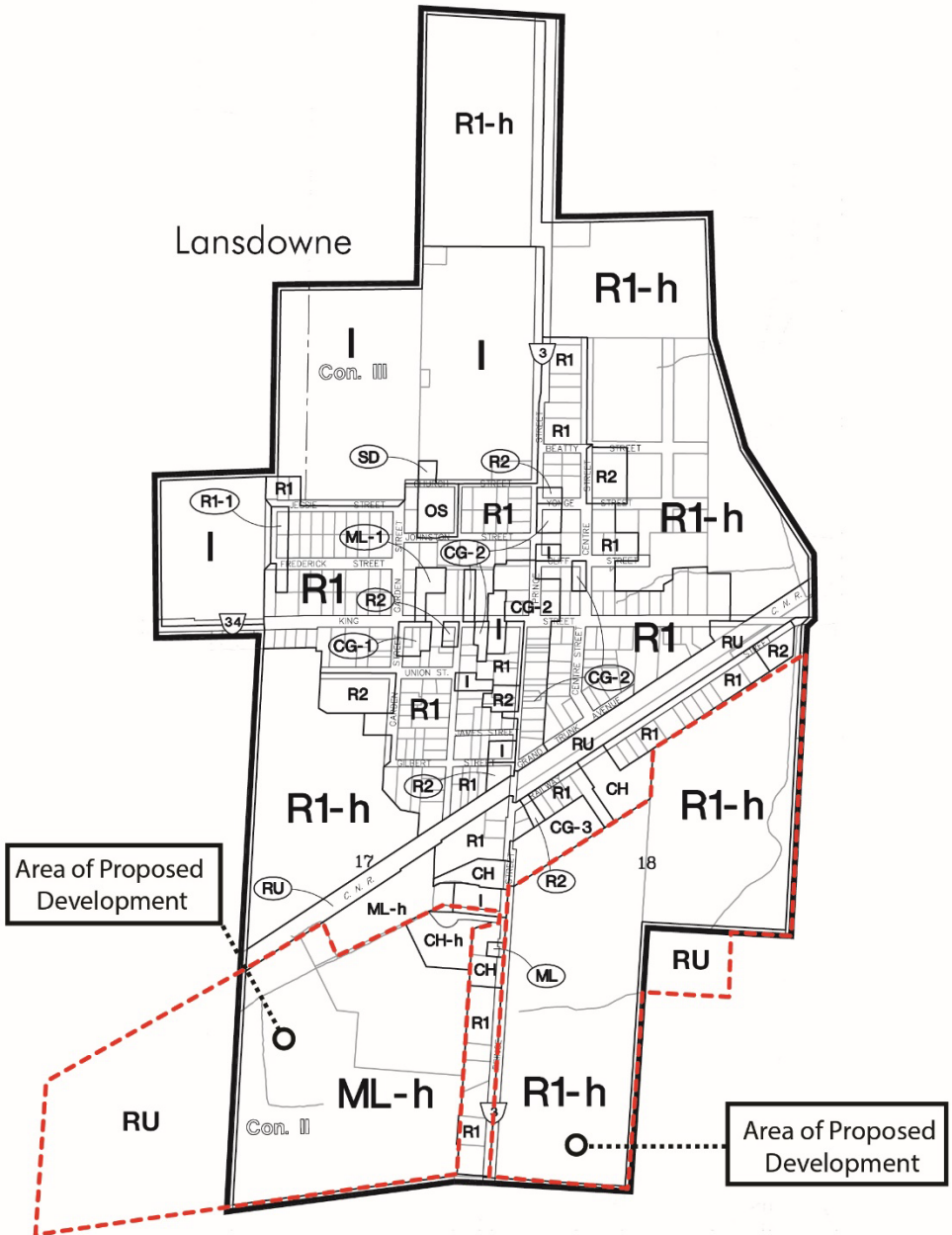


Figure 15: Current Zoning (Source: Township of Leeds and Thousand Islands)

Each of the Blocks and Lots within the draft plan of subdivision are proposed to be zoned using special zones, which reflect the proposed development. Those special zones are as follows:

West Parcel:

- Block 1,3,4 Special Light Industrial (ML-X1-h)
- Block 2.5 Special Light Industrial (ML-X2-h)
- Block 6-7 Open Space (OS-X)

East Parcel:

- Lots 1-30, 32-70, 75-110, 119-129, 147-208 Special First Density Residential (R1-X1-h)
- Lots 31, 71-74, 111-118, 130-146 Special First Density Residential (R1-X2-h)
- Block 209-210 Special General Commercial (CG-X-h)
- Block 211 Special Second Density Residential (R2-X-h)
- Block 212 Special Second Density Residential (R2-X)
- Block 214-216 Open Space (OS-X)

Full zoning matrixes for each of the proposed special zones may be found below. The zoning matrixes outline the compliance of each component of the proposed development with the provisions of the Residential Type and Residential Type and Open Space zones, as applicable.

8.1 West Parcel: Block 1,3,4 Special Light Industrial (ML-X1-h)

Provision	Requirement	Proposed	Amendment Required?
Section 7: Light Industrial (ML) Zone			
Permitted Uses	<ul style="list-style-type: none"> • accessory dwelling or an accessory dwelling unit; • automobile body shop; • automobile service station; • building supply centre; • club, private; • contractor's yard or shop; • custom workshop; • farm supply and service facility; • gasoline retail facility; • machinery and equipment sales and service outlet; • manufacturing industry; • milk receiving or transfer station; • office; • parking area; • service or repair shop; • transportation terminal or depot; • vehicle sales or rental establishment; • warehouse; • wayside pit or quarry; • well drilling establishment; • wholesale establishment. 	In addition to the permitted uses the following uses are also permitted: <ul style="list-style-type: none"> • Conference Centre • Hotel • Office, Business or Professional • Restaurant 	Yes
Lot Area (Min)	465.0 square metres	>465.0 square metres	No

Provision	Requirement	Proposed	Amendment Required?
Lot Frontage (Min)	15.0 m	>15.0 m	No
Front Yard (Min)	7.5 m	7.5 m	No
Exterior Side Yard (Min)	7.5 m	7.5 m	No
Interior Side Yard (Min)	3.0 m	3.0 m	No
Rear Yard (Min)	7.5m	7.5 m	No
Building Height (max)	12.0 m	12.0m	No
Lot Coverage (max)	40%	40%	No
Accessory Dwelling Units per Lot (max)	1	0	No
Section 3: General Provisions			
Corner Sight Triangles (s.3.6)	Notwithstanding any provisions of this By-law to the contrary, within any area defined as a sight triangle, the following uses shall be prohibited: (a) a building, structure, or use which would obstruct the vision of drivers of motor vehicles, excluding a chain link or wire fence; (b) a tree, hedge, bush or other vegetation, other than agricultural crops, the top of which exceeds 0.75 metres (2.46 ft.) in height above the elevation of the centreline of abutting streets; (c) a parking area and/or a loading space; (d) a finished grade which exceeds the elevation of the centreline of abutting streets by more than 0.75 metres (2.46 ft.)	No uses proposed in sight triangles	No
Loading Requirements (s.3.14)	Industrial Uses Less than 400 sq.m: none 400 sq.m to 2,000 sq.m: 1 Over 2,000 sq.m: 1 plus 1 additional space for each additional 2000 sq.m of floor area	In accordance with Section 3.14	No
Design Standards	14.0 metres by 3.5 metres with a vertical clearance of 4.5 metres.	14.0m by 3.5m with 4.5m of vertical clearance	No
Location	The required loading spaces shall be provided on the lot occupied by the building or structure for which the spaces are required and such space shall not form of any street or required parking	On site	No

Provision	Requirement	Proposed	Amendment Required?
	area, and shall not be located within a front yard or exterior side yard.		
Access	Access to loading spaces shall be by means of a lane at least 3.5 metres (11.48 ft.) wide for one way traffic and 6.0 metres (19.69 ft.) wide for two traffic and located on the same lot.	3.5m by 6.0m	No
Landscaped Open Space (s3.15)	<p>a) In any zone, any portion of any minimum required yard which is not used for any other permitted purpose shall be devoted to landscaped open space.</p> <p>b) Where landscaped open space is required as buffering, such landscaping shall be continuous except for driveways, aisles or walkways which provide access to the lot.</p>	In accordance with Section 3.15	No
Municipal Services (s3.20)	No person shall hereafter erect and use in whole or in part any main building for any purpose in any zone within the limits of the Village of Lansdowne as shown on Schedule 'F', unless it is connected to the municipal water supply and sanitary sewer systems.	Municipal services	No
Open Storage (s3.23)	<p>In any zone where open storage is permitted, the following provisions shall apply:</p> <p>a) the open storage is accessory to the principal use of the lot;</p> <p>b) open storage shall not be permitted within any minimum required front or minimum required exterior side yard, or in any other side or rear yard where the side or rear lot line abuts any Residential or Institutional Zone and/or any public road;</p> <p>c) a strip of landscaped open space, a minimum of 3.0 metres (9.84 ft.) in width shall be provided around all open storage areas;</p> <p>d) where open storage areas abut Residential or Institutional Zones, the required landscaped open space must also include visual screening with a minimum height of 3.0 metres (9.84 ft.) and sufficient to effectively screen the use within two (2) years.</p>	In accordance with Section 3.23	No

Provision	Requirement	Proposed	Amendment Required?
	<p>Any combination of plant materials, landscaped berms or fencing may be used;</p> <p>e) open storage shall not exceed a maximum height of 3.0 metres (9.84 ft.)</p> <p>f) any areas used for open storage shall be in addition to any minimum offstreet parking or loading areas required by this By-law.</p>		
Outdoor Illumination (s3.24)	Outdoor illumination of buildings, structures or yards including parking areas, and excluding decorative lights, shall be permitted provided the fixtures are so designed located and installed that the light is generally directed downwards away from adjacent lots water bodies and public streets, to avoid light trespass and so as not to diminish the viewing of night skies and further provided that such illumination shall not consist of a colour or be so designed or located that it may be confused with traffic signals.	In accordance with Section 3.24	No
Parking Requirements (s3.25)	Industrial Establishment: 1 parking space per 80.0 square metres those listed separately herein) (861.14 sq.ft.) of manufacturing floor area and associated office area or portion thereof plus 1 parking space per 100.0 square metres (1076.43 sq.ft.) of warehousing or storage floor area or portion thereof.	In accordance with Section 3.25. (none proposed at this time)	No
Dimensions	2.75 m by 5.5m	2.75m by 5.5m	No
Location	Within 100.0m of the building it is intended to serve	On-site	No
Access	<p>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.) in width except for Industrial Zones. Separate entrance and exit driveways shall be not less than 3.5 metres (11.48 ft.) in width</p> <p>Access to parking areas for commercial or industrial uses shall not pass through a Residential Zone.</p>	In accordance with Section 3.25	No
Barrier Free Parking	Every barrier free parking space shall have dimensions of at least 3.5 metres (11.48 ft.) in width by 5.5 metres (18.0	3.5m by 5.5m 6m aisle	Yes

Provision	Requirement	Proposed	Amendment Required?
	<p>ft.) in length with a 6.0 metre (19.69 ft.) aisle.</p> <p>Every owner and/or operator of a public or private parking area on lands zoned Commercial, Industrial and Institutional shall provide not less than 2% of the total number of parking spaces for barrier free parking with a minimum of one space.</p>	4%	
Buffering	<p>(i) Where, in a yard in any zone, a parking area providing more than four (4) parking spaces abuts a lot in a Residential Zone, then a continuous strip of landscaped open space a minimum width of 3.0 metres (9.84 ft.) or 1.0 metres (3.28 ft.) combined with a solid fence with a minimum height of 1.5 metres (4.92 ft.) shall be provided along the abutting lot line. The land between the fence and the parking area shall be landscaped with planting material as approved by the Municipality in accordance with an approved Site Plan and shall be maintained in a healthy growing condition.</p> <p>(ii) Where, in a yard in any zone, a parking area providing more than four (4) parking spaces 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.</p>	In accordance with Section 3.25	No
Setbacks (s3.31)	From Township Streets or Roads: The minimum setback shall be 10.0 metres (32.8 ft.) plus the minimum applicable yard for the appropriate zone.	In accordance with Section 3.31	No

Permitted Uses

It is proposed to permit a range of complementary commercial uses, including a conference centre, hotel, office, and a restaurant. The proposed uses are consistent with the complementary uses permitted in the Light-Industrial Designation in the Official Plan. The proposed complementary commercial uses are intended to act as an asset to further stimulate economic activity and support the vitality of the business park, as well as attract potential light-industrial users. Commercial uses will be further limited to 25% of the total gross floor area through the provisions of the Zoning By-law to ensure the primary use of the business park remains industrial in nature.

Accessible Parking

It is proposed to provide accessible parking spaces at a rate of 4% of the required parking spaces in accordance with O.Reg. 191/11 Integrated Accessibility Standard. The proposed amendment will bring the parking standards of the proposed development in compliance with the Accessibility for Ontarians with Disabilities Act (AODA).

8.2 West Parcel: Block 2, 5 Special Light Industrial (ML-X2-h)

Provision	Requirement	Proposed	Amendment Required?
Section 7: Light Industrial (ML) Zone			
Permitted Uses	<ul style="list-style-type: none"> • accessory dwelling or an accessory dwelling unit; • automobile body shop; • automobile service station; • building supply centre; • club, private; • contractor's yard or shop; • custom workshop; • farm supply and service facility; • gasoline retail facility; • machinery and equipment sales and service outlet; • manufacturing industry; • milk receiving or transfer station; • office; • parking area; • service or repair shop; • transportation terminal or depot; • vehicle sales or rental establishment; • warehouse; • wayside pit or quarry; • well drilling establishment; • wholesale establishment. 	In addition to the permitted uses the following uses are also permitted: <ul style="list-style-type: none"> • Conference Centre • Recreational Facility • Recreational Establishment • Restaurant 	Yes
Lot Area (Min)	465.0 square metres	>465.0 square metres	No
Lot Frontage (Min)	15.0 m	>15.0 m	No
Front Yard (Min)	7.5 m	7.5 m	No
Exterior Side Yard (Min)	7.5 m	7.5 m	No
Interior Side Yard (Min)	3.0 m	3.0 m	No

Provision	Requirement	Proposed	Amendment Required?
Rear Yard (Min)	7.5m	7.5 m	No
Building Height (max)	12.0 m	12.0m	No
Lot Coverage (max)	40%	40%	No
Accessory Dwelling Units per Lot (max)	1	0	No
Section 3: General Provisions			
Corner Sight Triangles (s.3.6)	Notwithstanding any provisions of this By-law to the contrary, within any area defined as a sight triangle, the following uses shall be prohibited: (a) a building, structure, or use which would obstruct the vision of drivers of motor vehicles, excluding a chain link or wire fence; (b) a tree, hedge, bush or other vegetation, other than agricultural crops, the top of which exceeds 0.75 metres (2.46 ft.) in height above the elevation of the centreline of abutting streets; (c) a parking area and/or a loading space; (d) a finished grade which exceeds the elevation of the centreline of abutting streets by more than 0.75 metres (2.46 ft.)	No uses proposed in sight triangles	No
Loading Requirements (s.3.14)	Industrial Uses Less than 400 sq.m: none 400 sq.m to 2,000 sq.m: 1 Over 2,000 sq.m: 1 plus 1 additional space for each additional 2000 sq.m of floor area	In accordance with Section 3.14	No
Design Standards	14.0 metres by 3.5 metres with a vertical clearance of 4.5 metres.	14.0m by 3.5m with 4.5m of vertical clearance	No
Location	The required loading spaces shall be provided on the lot occupied by the building or structure for which the spaces are required and such space shall not form of any street or required parking area, and shall not be located within a front yard or exterior side yard.	On site	No
Access	Access to loading spaces shall be by means of a lane at least 3.5 metres (11.48 ft.) wide for one way traffic and 6.0 metres (19.69 ft.) wide for two traffic and located on the same lot.	3.5m by 6.0m	No
Landscaped Open Space (s3.15)	c) In any zone, any portion of any minimum required yard which is not used for any other permitted purpose shall be devoted to landscaped open space. d) Where landscaped open space is required as buffering, such landscaping shall be continuous except for driveways, aisles or walkways which provide access to the lot.	In accordance with Section 3.15	No

Provision	Requirement	Proposed	Amendment Required?
Municipal Services (s3.20)	No person shall hereafter erect and use in whole or in part any main building for any purpose in any zone within the limits of the Village of Lansdowne as shown on Schedule 'F', unless it is connected to the municipal water supply and sanitary sewer systems.	Municipal services	No
Open Storage (s3.23)	<p>In any zone where open storage is permitted, the following provisions shall apply:</p> <ul style="list-style-type: none"> g) the open storage is accessory to the principal use of the lot; h) open storage shall not be permitted within any minimum required front or minimum required exterior side yard, or in any other side or rear yard where the side or rear lot line abuts any Residential or Institutional Zone and/or any public road; i) a strip of landscaped open space, a minimum of 3.0 metres (9.84 ft.) in width shall be provided around all open storage areas; j) where open storage areas abut Residential or Institutional Zones, the required landscaped open space must also include visual screening with a minimum height of 3.0 metres (9.84 ft.) and sufficient to effectively screen the use within two (2) years. Any combination of plant materials, landscaped berms or fencing may be used; k) open storage shall not exceed a maximum height of 3.0 metres (9.84 ft.) l) any areas used for open storage shall be in addition to any minimum offstreet parking or loading areas required by this By-law. 	In accordance with Section 3.23	No
Outdoor Illumination (s3.24)	Outdoor illumination of buildings, structures or yards including parking areas, and excluding decorative lights, shall be permitted provided the fixtures are so designed located and installed that the light is generally directed downwards away from adjacent lots water bodies and public streets, to avoid light trespass and so as not to diminish the viewing of night skies and further provided that such illumination shall not consist of a colour or be so designed or located that it may be confused with traffic signals.	In accordance with Section 3.24	No
Parking Requirements (s3.25)	<p>Other Non-Residential Uses permitted by this By-law:</p> <p>The greater of</p> <ul style="list-style-type: none"> a. 1 space per 25. Sqm of floor area or portion thereof (Required = 371.6) 	Recreation Facility: 298 spaces or 1 space per 31 square metre of floor space	Yes

Provision	Requirement	Proposed	Amendment Required?
	b. 1 space per 4 persons design capacity or c. 1 space per 2 persons employed on the lot.	Recreation Establishment: 150 spaces or 1 space per 31 square metres of floor spaces	
Dimensions	2.75 m by 5.5m	2.75m by 5.5m	No
Location	Within 100.0m of the building it is intended to serve	On-site	No
Barrier Free Parking	Every barrier free parking space shall have dimensions of at least 3.5 metres (11.48 ft.) in width by 5.5 metres (18.0 ft.) in length with a 6.0 metre (19.69 ft.) aisle. Every owner and/or operator of a public or private parking area on lands zoned Commercial, Industrial and Institutional shall provide not less than 2% of the total number of parking spaces for barrier free parking with a minimum of one space.	3.5m by 5.5m 6m aisle 4%	Yes
Access	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.) in width except for Industrial Zones. Separate entrance and exit driveways shall be not less than 3.5 metres (11.48 ft.) in width Access to parking areas for commercial or industrial uses shall not pass through a Residential Zone.	In accordance with Section 3.25	No
Buffering	(i) Where, in a yard in any zone, a parking area providing more than four (4) parking spaces abuts a lot in a Residential Zone, then a continuous strip of landscaped open space a minimum width of 3.0 metres (9.84 ft.) or 1.0 metres (3.28 ft.) combined with a solid fence with a minimum height of 1.5 metres (4.92 ft.) shall be provided along the abutting lot line. The land between the fence and the parking area shall be landscaped with planting material as approved by the Municipality in accordance with an approved Site Plan and shall be maintained in a healthy growing condition. (ii) Where, in a yard in any zone, a parking area providing more than four (4) parking spaces abuts a street, a strip of	In accordance with Section 3.25	No

Provision	Requirement	Proposed	Amendment Required?
	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.		
Setbacks (s3.31)	From Township Streets or Roads: The minimum setback shall be 10.0 metres (32.8 ft.) plus the minimum applicable yard for the appropriate zone.	In accordance with Section 3.31	No

Permitted Uses

It is proposed to permit a recreation facility on Block 2 and a recreational establishment on Block 5. A review of industrial designations in surrounding municipalities found that the allowance of commercial uses is generally evaluated on a site-specific basis to ensure compatibility with existing and potential future uses. Given the context of the subject site, it is our opinion that the proposed recreational uses are well-suited to the site. The proposed recreational uses have different locational requirements than traditional commercial uses, providing a large-scale commercial use which is compatible with the light-industrial uses permitted on the surrounding lands. The proposed recreational facility and recreational establishment conforms to the permitted complementary uses established by the Official Plan. Thus, the nature of these types of uses are generally considered to be compatible within employment lands and industrial designations. The proposed restaurant will be located within the recreation centre, providing additional amenities to the users of the recreational facility.

A 0.5-hectare portion of Block 2 is currently designated for Highway Commercial use, further limiting the amount of commercial use provided on the employment lands. The remaining portion of Block 2 (1.1 hectares) and Block 5 (5.35 hectares) occupy approximately 36% of the west parcel, with the remainder of the site intended for light-industrial use. The portions of Blocks 2 and 5 designated for light industrial use occupy a total of 6.46 hectares, representing a small portion of the existing lands designated for light industrial uses throughout the Township. The proposed recreation facilities are intended to act as an asset to further stimulate economic activity and support the vitality of the business park, as well as attract potential light-industrial users. The closure of a similar business, Kingston Family FunWorld, located in a surrounding municipality presents an opportunity for the proposed adventure facility to fill a void in the recreational market. The proposed recreational uses will work to meet the needs of residents in Lansdowne and the surrounding area, and further contributing to the continued vitality of the area. Commercial uses will be limited through the corresponding zoning by-law amendment. Thus, the proposed recreation facilities are not anticipated to prevent the current operation or future expansion of industrial uses in the area.

Parking Requirements

It is proposed to reduce the parking requirements for the proposed recreation facility and recreation establishment to a ratio 1 space per 31 square metres of floor area. We note that the proposed development exceeds the required parking ratios on a per person capacity basis. The recreation centre will provide 296 spaces. With an anticipated capacity of 715 seats, 178 spaces would be required based on a per-person design capacity. Similarly, the proposed adventure centre is anticipated to have a capacity of 300 persons, with a parking requirement of 75 spaces based on a per person design capacity. However, given the large-scale nature of floor area associated with the proposed recreational uses, relief is necessary. The proposed reduction is considered appropriate for the proposed recreational uses and will work to increase the amount of green space surrounding the proposed developments.

Accessible Parking

It is proposed to provide accessible parking spaces at a rate of 4% of the required parking spaces in accordance with O.Reg. 191/11 Integrated Accessibility Standard. The proposed amendment will bring the parking standards of the proposed development in compliance with the Accessibility for Ontarians with Disabilities Act (AODA).

8.3 East Parcel: Lots 1 – 30, 32-70, 75-110, 119-129, 147-231 Special First Density Residential (R1-X1-h)

Provision	Requirement	Proposed	Amendment Required?
Section 5: First Density Residential (R1) Zone			
Permitted Uses	<ul style="list-style-type: none"> • Duplex • Group home • Semi-detached dwelling • Single-detached dwelling 	<ul style="list-style-type: none"> • Single-detached dwelling • Semi-detached dwelling 	No
Lot Area (Min)	465.0 square metres	>480.0 square metres	No
Lot Frontage (Min)	15.0 m	Single-detached dwelling: 15.0 m Semi-detached dwelling: 7.8 m	Yes
Front Yard (Min)	7.5 m	4.5 m Garage: The wall of an attached private garage that contains the opening for vehicular access shall be set back a minimum of 6.0 metres from the lot line that the driveway crosses to access the attached private garage.	Yes
Exterior Side Yard (Min)	7.5 m	4.5 m	Yes
Interior Side Yard (Min)	1.5m	Single Detached Dwelling: 1.5 m Semi-Detached Dwelling: 1.5 m on one side, 0 m along the common party wall	Yes
Rear Yard (Min)	7.5m	7.5m	No

Provision	Requirement	Proposed	Amendment Required?
Building Height (max)	12.0 m	12.0m	No
Lot Coverage (max)	35%	35%	No
Floor Area (Min)	75.0 square metres	>75.0 square metres	No
Dwelling Units Per Lot (Max)	Single Detached Dwelling: 1 Duplex or Semi-Detached: 2	Single Detached Dwelling: 1 Duplex or Semi-Detached: 2	No
Municipal Piped Services	No dwelling shall be erected in this zone unless it is connected to piped municipal sanitary sewer and water services.	Municipal Services	No
Section 3: General Provisions			
Accessory Uses	<ul style="list-style-type: none"> i. Accessory buildings or structures shall not be located within any minimum front yard or minimum exterior side yard, except as specifically permitted in this By-law ii. Accessory buildings or structures shall not be located closer than 1.0 metre (3.28 ft.) to any interior side or rear lot line, shall not be located closer than 3.5 metres (11.48 ft.) to any exterior side lot line, except that common garages may be centred on the mutual lot line provided an access to the rear of the house a minimum width of 2.0 metres (6.56 ft.) remains available; iii. Accessory buildings or structures other than residential wind turbines shall not exceed 7 metres. iv. Accessory buildings or structures shall not occupy more than 4% of the total lot area. Such accessory buildings or structures shall be included as part of the total lot coverage permitted in the zone requirements; v. Any building or structure which is attached to the main building will not be considered accessory for the purposes of this By-law. Accessory buildings or structures shall not be located within 2.0 metres (6.56 ft.) of a main building; vi. The use of an accessory building for human habitation is not permitted; vii. Where accessory apartments are permitted in this By-law, the dwelling unit area of the said accessory apartment shall not exceed 25% of the total floor area of the building; 	N/A	No

Provision	Requirement	Proposed	Amendment Required?
Corner Sight Triangles (s.3.6)	Notwithstanding any provisions of this By-law to the contrary, within any area defined as a sight triangle, the following uses shall be prohibited: (a) a building, structure, or use which would obstruct the vision of drivers of motor vehicles, excluding a chain link or wire fence; (b) a tree, hedge, bush or other vegetation, other than agricultural crops, the top of which exceeds 0.75 metres (2.46 ft.) in height above the elevation of the centreline of abutting streets; (c) a parking area and/or a loading space; (d) a finished grade which exceeds the elevation of the centreline of abutting streets by more than 0.75 metres (2.46 ft.)	No uses proposed in sight triangles	No
Landscaped Open Space (s3.15)	e) In any zone, any portion of any minimum required yard which is not used for any other permitted purpose shall be devoted to landscaped open space. f) Where landscaped open space is required as buffering, such landscaping shall be continuous except for driveways, aisles or walkways which provide access to the lot.	In accordance with Section 3.15	No
Municipal Services (s3.20)	No person shall hereafter erect and use in whole or in part any main building for any purpose in any zone within the limits of the Village of Lansdowne as shown on Schedule 'F', unless it is connected to the municipal water supply and sanitary sewer systems.	Municipal services	No
Parking Requirements (s3.25)	Single detached dwellings, semi-detached dwellings: 2 parking spaces per dwelling unit	In accordance with Section 3.25. (none proposed at this time)	No
Dimensions	2.75 m by 5.5m	2.75m by 5.5m	No
Location	Required parking in a Residential Zone shall be provided on the same lot as the dwelling unit	On-site	No
Setbacks (s3.31)	From Township Streets or Roads: The minimum setback shall be 10.0 metres (32.8 ft.) plus the minimum applicable yard for the appropriate zone.	In accordance with Section 3.31	No
Yard Encroachments (s3.37)	Every part of any minimum required yard shall be open and unobstructed by any structure other than an accessory building or structure permitted elsewhere in this By-law, provided, however, that those structures listed below shall be permitted to project into the minimum required yards indicated for the distances specified.	In accordance with Section 3.37	No

Provision	Requirement	Proposed	Amendment Required?
	<ul style="list-style-type: none"> a. Belt courses, sills, cornices, eaves, gutters, chimneys, bay windows, pilasters or other ornamental structures may project into any minimum required yard not more than 0.6 metres (1.97 ft.). b. Attached unenclosed porches; uncovered patios, decks, balconies; exterior stairs and landings may project from the main building into any yard not more than 3 m, except that where an existing main building is non-complying in relation to the required yard, in which case an open and unroofed porch, deck, exterior stairs or landing may project into the existing yard a maximum of 1.5 m. These encroachments are permitted provided that they are no closer than 1.2 m to any lot line and do not reduce or infringe upon any necessary sight triangles. c. Uncovered patios, fences, garden trellises and similar landscaping features, all plant materials, clothes poles, flagpoles, retaining walls and similar accessory uses may project into any minimum yard. 		

Lot Frontage

It is proposed to reduce the minimum lot frontage for semi-detached dwellings to 7.8 metres to accommodate a range of dwelling types in a compact and efficient site layout. The proposed reduction in lot frontage offers a suitable lot width to provide an adequate building envelope and meet the defined yard setbacks which works to intensify the subject lands within the Settlement Area.

Yards

It is proposed to reduce the minimum front yard and exterior side yard from 7.5 metres to 4.5 metres. The proposed reductions will provide a greater opportunity to accommodate a variety of dwelling sizes in a compact and efficient site layout which seeks to intensify the subject lands within the Settlement Area. The setbacks are sufficient to meet building code requirements for separation, provide adequate building envelopes, and provide sufficient dimension for access to the rear yard. The proposed reductions are consistent with contemporary, efficient subdivision layouts. It is noted that certain lots may exceed the minimum requirement.

It is also proposed to reduce the minimum front yard setback to 6.0 metres for attached private garages that contain openings for vehicular access, to ensure there is an adequate area to accommodate vehicular parking in the driveway. The 6.0 metre setback works to accommodate the minimum parking space dimensions as defined by the zoning by-law.

Appropriate interior side yard setbacks are proposed to facilitate the development of semi-detached dwellings. It is proposed to provide a 0 metre setback along the common party wall of semi-detached dwellings to allow the structures to be constructed as free hold dwellings.

Driveway Provisions

It is proposed to introduce a maximum driveway width of 6.0 metres or 50% of the lot width. The intent of the proposed maximum width provisions is to provide a compatible and consistent streetscape that provides sufficient vehicular access while emphasizing landscaped open space.

8.4 East Parcel: Lots 31, 71-74, 111-118, 130-146

Maximum Height

In addition to the provisions of the Special R1-X1-h Zone it is proposed to establish a maximum height of 1-storey, on Lots 31, 71-74, 111-118, 164-180 in accordance with the recommendations of the noise study.

8.5 East Parcel: Block 211-212 Special Second Density Residential (R2-X)

Provision	Requirement	Proposed	Amendment Required?
Section 6: Second Density Residential (R2) Zone			
Permitted Uses	<ul style="list-style-type: none"> Apartment dwelling Boarding House Row House Triplex Dwelling 	<ul style="list-style-type: none"> Apartment Dwelling 	No
Lot Area (Min)	200.0 square metres per unit for each of the first 4 units plus 150.0 square metres for each additional unit (Required: 4,300 square metres)	6500.0 square metres	No
Lot Frontage (Min)	18.0 m	91.0 m	No
Front Yard (Min)	7.5 m	7.5 m	Yes
Exterior Side Yard (Min)	7.5 m	7.5 m	Yes
Interior Side Yard (Min)	3.0 m	3.0 m	No
Rear Yard (Min)	7.5m	7.5m	No
Building Height (max)	12.0 m	<12.0m	No
Lot Coverage (max)	35%	35%	No
Floor Area Per Dwelling Unit	Bachelor Unit: 45.0 square metres 1-bedroom: 55.0 square metres 2-bedroom: 60.0 square metres More than 2-bedrooms: 65.0 square metres Senior Citizen Unit: 42.0 square metres	Not proposed at this time	No
Density (max)	75 units per hectare	46.15 uph	No
Municipal Piped Services	No dwelling shall be erected in this zone unless it is connected to piped municipal sanitary sewer and water services.	Municipal Services	No
Section 3: General Provisions			
Accessory Uses	i. Accessory buildings or structures shall not be located within any minimum front yard or minimum exterior side yard, except as specifically permitted in this By-law	N/A	No

Provision	Requirement	Proposed	Amendment Required?
	<p>ix. Accessory buildings or structures shall not be located closer than 1.0 metre (3.28 ft.) to any interior side or rear lot line, shall not be located closer than 3.5 metres (11.48 ft.) to any exterior side lot line, except that common garages may be centred on the mutual lot line provided an access to the rear of the house a minimum width of 2.0 metres (6.56 ft.) remains available;</p> <p>x. Accessory buildings or structures other than residential wind turbines shall not exceed 7 metres.</p> <p>xi. Accessory buildings or structures shall not occupy more than 4% of the total lot area. Such accessory buildings or structures shall be included as part of the total lot coverage permitted in the zone requirements;</p> <p>xii. Any building or structure which is attached to the main building will not be considered accessory for the purposes of this By-law. Accessory buildings or structures shall not be located within 2.0 metres (6.56 ft.) of a main building;</p> <p>xiii. The use of an accessory building for human habitation is not permitted; Where accessory apartments are permitted in this By-law, the dwelling unit area of the said accessory apartment shall not exceed 25% of the total floor area of the building;</p>		
Corner Sight Triangles (s.3.6)	<p>Notwithstanding any provisions of this By-law to the contrary, within any area defined as a sight triangle, the following uses shall be prohibited:</p> <p>(a) a building, structure, or use which would obstruct the vision of drivers of motor vehicles, excluding a chain link or wire fence; (b) a tree, hedge, bush or other vegetation, other than agricultural crops, the top of which exceeds 0.75 metres (2.46 ft.) in height above the elevation of the centreline of abutting streets;</p> <p>(c) a parking area and/or a loading space;</p> <p>(d) a finished grade which exceeds the elevation of the centreline of abutting streets by more than 0.75 metres (2.46 ft.)</p>	No uses proposed in sight triangles	No
Height Exceptions (s3.10)	Where height limitations are set forth in this By-law, such limitations shall not apply to antennae, belfries, bridges, church steeples, chimneys, clock towers, communications facilities, electrical supply facilities, flagpoles, grain elevators,	<p>In addition to the height exceptions, it is proposed to add:</p> <ul style="list-style-type: none"> • Stair and elevator overruns 	Yes

Provision	Requirement	Proposed	Amendment Required?
	hydroelectric transmissions tower, lightning rods, lighting standards, mechanical equipment, silos, skylights, solar panels, ventilators and water tanks.	<ul style="list-style-type: none"> Parapets 	
Landscaped Open Space (s3.15)	<p>g) In any zone, any portion of any minimum required yard which is not used for any other permitted purpose shall be devoted to landscaped open space.</p> <p>Where landscaped open space is required as buffering, such landscaping shall be continuous except for driveways, aisles or walkways which provide access to the lot.</p>	In accordance with Section 3.15	No
Municipal Services (s3.20)	No person shall hereafter erect and use in whole or in part any main building for any purpose in any zone within the limits of the Village of Lansdowne as shown on Schedule 'F', unless it is connected to the municipal water supply and sanitary sewer systems.	Municipal services	No
Parking Requirements (s3.25)	Apartment dwellings: 1.5 parking spaces per dwelling unit, a minimum of 15% shall be reserved for the exclusive use of visitors	1.5 spaces per dwelling unit.	No
Dimensions	2.75 m by 5.5m	2.75m by 5.5m	No
Location	Required parking in a Residential Zone shall be provided on the same lot as the dwelling unit	On-site	No
Barrier Free Parking	<p>Every barrier free parking space shall have dimensions of at least 3.5 metres (11.48 ft.) in width by 5.5 metres (18.0 ft.) in length with a 6.0 metre (19.69 ft.) aisle.</p> <p>Every owner and/or operator of a public or private parking area on lands zoned Commercial, Industrial and Institutional shall provide not less than 2% of the total number of parking spaces for barrier free parking with a minimum of one space.</p>	<p>3.5m by 5.5m 6m aisle</p> <p>4%</p>	Yes
Setbacks (s3.31)	<p>County Roads:</p> <p>The minimum setback shall be 12.5 metres (41.01 ft.) plus the minimum applicable yard of the appropriate zone.</p>	In accordance with Section 3.31	No
Yard Encroachments (s3.37)	<p>Every part of any minimum required yard shall be open and unobstructed by any structure other than an accessory building or structure permitted elsewhere in this By-law, provided, however, that those structures listed below shall be permitted to project into the minimum required yards indicated for the distances specified.</p> <p>d. Belt courses, sills, cornices, eaves, gutters, chimneys, bay windows, pilasters or other</p>	In accordance with Section 3.37	No

Provision	Requirement	Proposed	Amendment Required?
	<p>ornamental structures may project into any minimum required yard not more than 0.6 metres (1.97 ft.).</p> <p>e. Attached unenclosed porches; uncovered patios, decks, balconies; exterior stairs and landings may project from the main building into any yard not more than 3 m, except that where an existing main building is non-complying in relation to the required yard, in which case an open and unroofed porch, deck, exterior stairs or landing may project into the existing yard a maximum of 1.5 m. These encroachments are permitted provided that they are no closer than 1.2 m to any lot line and do not reduce or infringe upon any necessary sight triangles.</p> <p>Uncovered patios, fences, garden trellises and similar landscaping features, all plant materials, clothes poles, flagpoles, retaining walls and similar accessory uses may project into any minimum yard.</p>		

Height Exemptions

It is proposed to include stair and elevator overruns and parapets in addition to the height exemptions outlined in Section 3.10. The proposed additional height exemptions are intended to allow access for general maintenance and safety purposes and additional screening. The proposed height exemptions a similar nature to the height exemptions currently permitted in the zoning by-law.

Accessible Parking

It is proposed to provide accessible parking spaces at a rate of 4% of the required parking spaces in accordance with O.Reg. 191/11 Integrated Accessibility Standard. The proposed amendment will bring the parking standards of the proposed development in compliance with the Accessibility for Ontarians with Disabilities Act (AODA).

8.6 East Parcel: Block 209-210 Special General Commercial (CG)

Provision	Requirement	Proposed	Amendment Required?
Section 6: General Commercial (CG) Zone			
Permitted Uses	<ul style="list-style-type: none"> a dwelling unit located in a building containing a commercial use; bake shop; bakery; financial institution; clinic; 	N/A	No

Provision	Requirement	Proposed	Amendment Required?
	<ul style="list-style-type: none"> • club, commercial; • club, private; • daycare facility; • dressmaker/tailor shop; • dry cleaning or laundry outlet; • electrician or plumber's shop; • funeral parlour; • office; • parking area/lot; • personal service establishment; • police station; • recreational establishment; • rental agency; • restaurant; • retail store; • school, commercial; • service or repair shop; • single detached dwelling; • telephone exchange or switching station; • tourist lodging establishment. 		
Lot Area (Min)	465.0 square metres	4200.0 square metres	No
Lot Frontage (Min)	15.0 m	>15.0 m	No
Front Yard (Min)	7.5 m	7.5 m	No
Exterior Side Yard (Min)	7.5 m	7.5 m	No
Interior Side Yard (Min)	3.0 m	3.0 m	No
Rear Yard (Min)	7.5m	7.5 m	No
Building Height (max)	12.0 m	12.0m	No
Lot Coverage (max)	60%	60%	No
Dwelling Units Per Lot (max)	1	0	No
Section 3: General Provisions			
Commercial Patios (s.3.5)	<p>a) No commercial patio shall be located closer than 0.50 metres (1.64 ft.) to any street line;</p> <p>b) No commercial patio shall be permitted to encroach upon any required parking space, loading zone or driving aisle;</p> <p>c) No commercial patio shall be established in a yard which abuts a zone other than commercial or industrial;</p> <p>d) No part of a commercial patio shall be permitted on a sight triangle as defined in this By-law.</p>	Not proposed at this time	No

Provision	Requirement	Proposed	Amendment Required?
Corner Sight Triangles (s.3.6)	Notwithstanding any provisions of this By-law to the contrary, within any area defined as a sight triangle, the following uses shall be prohibited: (a) a building, structure, or use which would obstruct the vision of drivers of motor vehicles, excluding a chain link or wire fence; (b) a tree, hedge, bush or other vegetation, other than agricultural crops, the top of which exceeds 0.75 metres (2.46 ft.) in height above the elevation of the centreline of abutting streets; (c) a parking area and/or a loading space; (d) a finished grade which exceeds the elevation of the centreline of abutting streets by more than 0.75 metres (2.46 ft.)	Not proposed at this time	No
Loading Requirements (s.3.14)	Commercial Uses <ul style="list-style-type: none"> • Less than 200 sq.m: none • 200 sq.m to 1,000 sq.m: 1 • Over 1,000 sq.m: 2 plus 1 additional space for each additional 2000 sq.m of floor area 	Not proposed at this time	No
Design Standards	14.0 metres by 3.5 metres with a vertical clearance of 4.5 metres.	Not proposed at this time	No
Location	The required loading spaces shall be provided on the lot occupied by the building or structure for which the spaces are required and such space shall not form of any street or required parking area, and shall not be located within a front yard or exterior side yard.	Not proposed at this time	No
Access	Access to loading spaces shall be by means of a lane at least 3.5 metres (11.48 ft.) wide for one way traffic and 6.0 metres (19.69 ft.) wide for two traffic and located on the same lot.	Not proposed at this time	No
Barrier Free Parking	Every barrier free parking space shall have dimensions of at least 3.5 metres (11.48 ft.) in width by 5.5 metres (18.0 ft.) in length with a 6.0 metre (19.69 ft.) aisle. Every owner and/or operator of a public or private parking area on lands zoned Commercial, Industrial and Institutional shall provide not less than 2% of the total number of parking spaces for barrier free parking with a minimum of one space.	3.5m by 5.5m 6m aisle 4%	Yes
Landscaped Open Space (s3.15)	a) In any zone, any portion of any minimum required yard which is not used for any other permitted purpose shall be devoted to landscaped open space. b) Where landscaped open space is required as buffering, such landscaping shall be	In accordance with Section 3.15	No

Provision	Requirement	Proposed	Amendment Required?
	continuous except for driveways, aisles or walkways which provide access to the lot.		
Municipal Services (s3.20)	No person shall hereafter erect and use in whole or in part any main building for any purpose in any zone within the limits of the Village of Lansdowne as shown on Schedule 'F', unless it is connected to the municipal water supply and sanitary sewer systems.	Municipal services	No
Outdoor Illumination (s3.24)	Outdoor illumination of buildings, structures or yards including parking areas, and excluding decorative lights, shall be permitted provided the fixtures are so designed located and installed that the light is generally directed downwards away from adjacent lots water bodies and public streets, to avoid light trespass and so as not to diminish the viewing of night skies and further provided that such illumination shall not consist of a colour or be so designed or located that it may be confused with traffic signals.	In accordance with Section 3.24	No
Parking Requirements (s3.25)	Parking requirements vary by individual commercial uses.	No uses proposed at this time.	No
Dimensions	2.75 m by 5.5m	2.75m by 5.5m	No
Location	Within 100.0m of the building it is intended to serve	On-site	No
Access	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.) in width except for Industrial Zones. Separate entrance and exit driveways shall be not less than 3.5 metres (11.48 ft.) in width Access to parking areas for commercial or industrial uses shall not pass through a Residential Zone.	In accordance with Section 3.25	No
Buffering	(i) Where, in a yard in any zone, a parking area providing more than four (4) parking spaces abuts a lot in a Residential Zone, then a continuous strip of landscaped open space a minimum width of 3.0 metres (9.84 ft.) or 1.0 metres (3.28 ft.) combined with a solid fence with a minimum height of 1.5 metres (4.92 ft.) shall be provided along the abutting lot line. The land between the fence and the parking area shall be landscaped with planting material as approved by the Municipality in	In accordance with Section 3.25	No

Provision	Requirement	Proposed	Amendment Required?
	<p>accordance with an approved Site Plan and shall be maintained in a healthy growing condition.</p> <p>(ii) Where, in a yard in any zone, a parking area providing more than four (4) parking spaces 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.</p>		
Setbacks (s3.31)	<p>From County Roads: The minimum setback shall be 12.5 metres plus the minimum applicable yard for the appropriate zone.</p>	In accordance with Section 3.31	No

Accessible Parking

It is proposed to provide accessible parking spaces at a rate of 4% of the required parking spaces in accordance with O.Reg. 191/11 Integrated Accessibility Standard. The proposed amendment will bring the parking standards of the proposed development in compliance with the Accessibility for Ontarians with Disabilities Act (AODA).

8.7 East Parcel: Block 214-216, West Parcel: Block 6-7 Open Space (OS-X)

Provision	Requirement	Proposed	Amendment Required?
Section 9: Open Spcae (OS) Zone			
Permitted Uses	<ul style="list-style-type: none"> • accessory dwelling or an accessory dwelling unit; • agricultural use; • camping area; • cemetery; • Club, private; • conservation use; • fairground; • forestry use; • marine facility; • park; • passive outdoor recreation; • recreational facility; • seasonal camp; • sports fields; • trail system. 	<ul style="list-style-type: none"> • Park • Passive Outdoor Recreation • Sports Fields • Trail system • Public Use in accordance with Section 3.27 (Stormwater Management Facility) 	No
Lot Area (Min)	None	-	No
Lot Frontage (Min)	None	-	No

Permitted Uses

It is proposed to limit the broad range of uses normally permitted within the open space zone to meet the overall vision of the proposed development. Uses are proposed to be limited to those that are commonly associated with parkland use.

9.0 Conclusion

The applicant is seeking to develop a 33.15 hectare portion of the subject lands located within the settlement with a mixed-use development containing residential, commercial, light industrial uses and parkland uses. The required applications consist of an Official Plan Amendment, Zoning By-law Amendment and a Draft Plan of Subdivision. Future applications for site plan control will be required for on all Blocks 1-5 on the West Parcel, and Blocks 209-212 on the East Parcel.

The east parcel will contain a residential subdivision including 193 single-detached dwellings, 30 semi-detached dwelling units, two low-rise apartment buildings containing approximately 30 units each, 2 commercial blocks and public parkland. At full build-out, the east parcel will contain a total of 283 residential units. A portion of the proposed parkland block will be located on the applicant's land outside of the settlement area boundary. Seven (7) new municipally maintained roads are proposed to provide vehicular circulation throughout the east parcel.

The west parcel will contain a light-industrial business park over 7 blocks, incorporating limited commercial uses including a recreation centre and an adventure centre. The proposed adventure centre will be located on the portion of the subject lands currently designated for commercial use. The proposed blocks are designed to provide flexibility in parcel size to appeal to a range of potential users. It is anticipated that the blocks will be further subdivided through part-lot control to meet the needs of future users. One (1) new municipal road is proposed to provide vehicular circulation through the west parcel.

The proposed development is consistent with the 2020 Provincial Policy Statement, conforms to the County of Leeds and Grenville Official Plan and the Township of Leeds and Thousand Islands Official Plan in that it represents the rounding out of an existing settlement area through the intensification of under-utilized lands within the urban boundary. The proposed development emphasizes an efficient site layout in a compact form, which supports active transportation and recreation opportunities for future residents.

It is our professional opinion that the proposed zoning by-law amendment and draft plan of subdivision represent good land use planning. Should you require any additional information, please do not hesitate to contact the undersigned at 613.542.5454 x 226 or at keene@fotenn.com.

Respectfully,



Michael Keene, MCIP, RPP
Principal, Planning + Development
Fotenn Consultants Inc.

10.0 Appendix A Proposed Official Plan Amendment

The proposed Official Plan amendment to the Township of South Frontenac Official Plan will read:

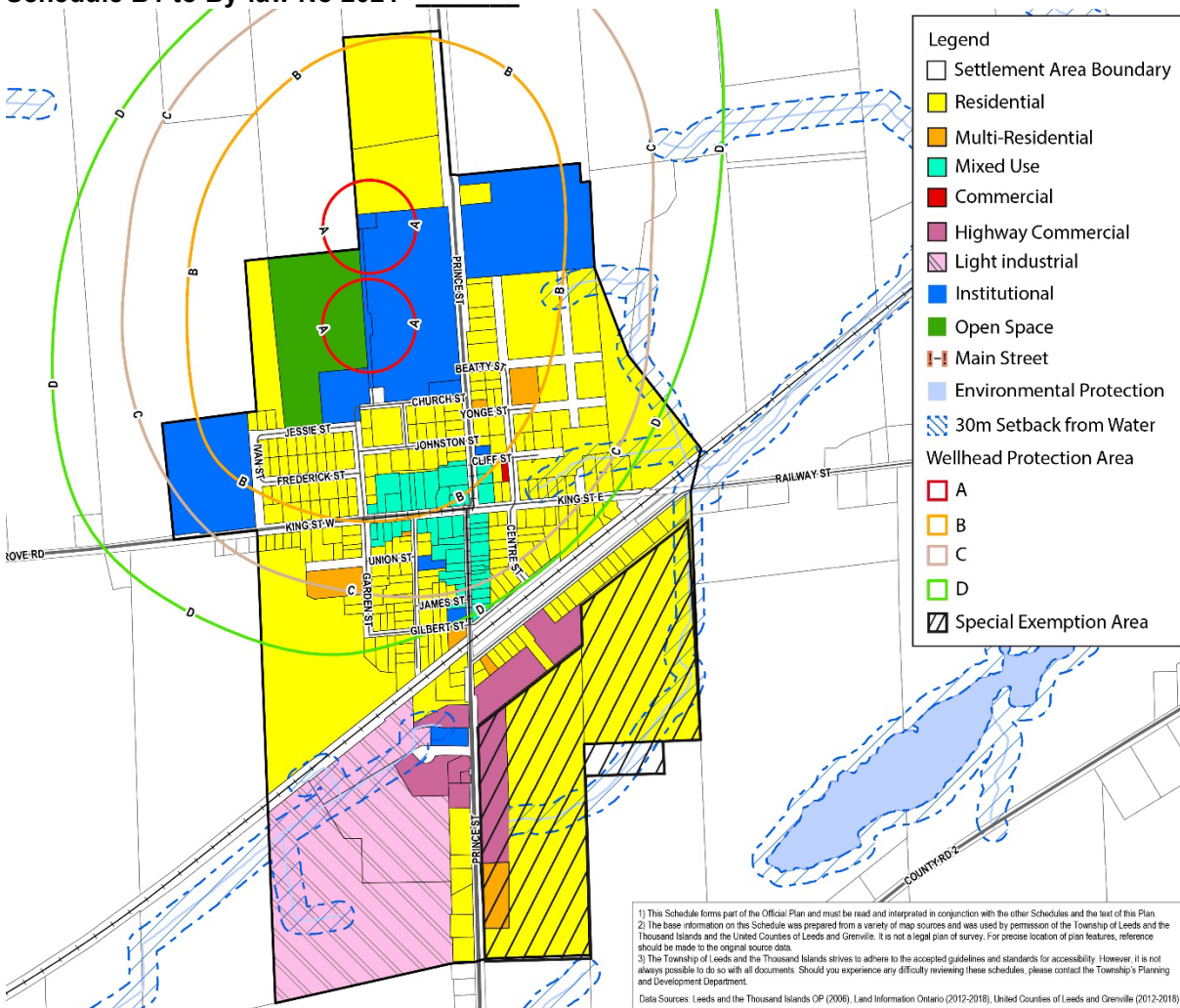
Official Plan Amendment No. X

AMEND Schedule B1 – Land Use Designations Lansdowne in the Township of Leeds and Thousand Islands Official Plan, so as to re-designate Blocks 211 and 212 on the lands located west of County Road 3, south of the CN-Rail Right-of-Way, and north of County Road 2 and shown on Schedule A to By-law No. 2019-___, from Residential to Multi-Residential.

AMEND Schedule B1 – Land Use Designations Lansdowne in the Township of Leeds and Thousand Islands Official Plan, so as to re-designate Block 210 on the lands located west of County Road 3, south of the CN-Rail Right-of-Way, and north of County Road 2 and shown on Schedule A to By-law No. 2019-___, from Residential to Highway Commercial.

ADD Section 5.9.2.2.3.X Special Exception Areas which states: Notwithstanding the policies of Section 8.3.1 of this Plan, the mixed-use development on the lands located west of County Road 3, south of the CN-Rail Right-of-Way, and north of County Road 2 and shown on Schedule A to By-law No. 2019-___, shall be limited to approximately 60 lots per phase. A subsequent phase of the subdivision should not exceed approximately 60 lots and should not be draft approved until previous phases have had dwelling constructed on approximately 75% of the lots.

Schedule B1 to By-law No 2021-



11.0 APPENDIX B

Proposed Zoning By-law Amendment

ML-X1-h. Blocks 1,3,4 on the lands located west of County Road 3, south of the CN-Rail Right-of-Way, and north of County Road 2.

Notwithstanding the provisions of Sections 3 and 7 hereof to the contrary, on the lands located west of County Road 3, south of the CN-Rail Right-of-Way, and north of County Road 2 in the Village of Lansdowne and zoned 'ML-X-h' on 'Schedule B1' the following provisions shall apply:

- (a) *Additional Permitted Uses*
 - Conference Centre*
 - Hotel*
 - Office, Business or Professional*
 - Restaurant*
- (b) *Permitted commercial uses shall be limited to 25% of the gross floor area.*
- (c) *Barrier free parking shall be provided at a rate of 4% of the required parking spaces.*
- (d) *'-H' Holding Provisions:*
 - a. *The 'H' holding provision may be removed as such time as a let of opinion signed by an independent, qualified professional holding a valid license to practice in Ontario as an engineer (P.Eng) is submitted to the Township confirming that the existing municipal water and sewer services contain adequate capacity to serve the requirements of the proposed development.*

ML-X2. Blocks 2 and 5 on the lands located west of County Road 3, south of the CN-Rail Right-of-Way, and north of County Road 2.

Notwithstanding the provisions of Sections 3 and 7 hereof to the contrary, on the lands located west of County Road 3, south of the CN-Rail Right-of-Way, and north of County Road 2 in the Village of Lansdowne and zoned 'ML-X2' on 'Schedule B1' the following provisions shall apply:

- (a) *Additional Permitted Uses*
 - Recreational Facility*
 - Recreational Establishment*
 - Restaurant*
- (b) *Parking Ratio*
 - 1 space per 31.0 square metres of gross floor area*
- (c) *Barrier free parking shall be provided at a rate of 4% of the required parking spaces.*
- (d) *'-H' Holding Provisions:*
 - a. *The 'H' holding provision may be removed as such time as a let of opinion signed by an independent, qualified professional holding a valid license to practice in Ontario as an engineer (P.Eng) is submitted to the Township confirming that the existing municipal water and sewer services contain adequate capacity to serve the requirements of the proposed development.*

R1-X1-H. Lots 1-30, 32-70, 75-110, 119-129, 147-208 on the lands east of County Road 3, south of Railway Street and north of County Road 2.

Notwithstanding the provisions of Sections 3 and 5 hereof to the contrary, on the lands located east of County Road 3, south of Railway Street and north of County Road 2 in the Village of Lansdowne and zoned 'R1-X-H' on 'Schedule B1' the following provisions shall apply:

- (a) *Minimum Lot Frontage*
 - a. *Single-detached dwelling: 15.0 metres*
 - b. *Semi-detached dwellings: 7.8 metres*
- (b) *Front Yard Setback* *4.5 metres*
 - a. *Garage: The wall of an attached private garage that contains the opening for vehicular access shall be set back a minimum of 6.0 metres from the lot line that the driveway crosses to access the attached private garage.*
- (c) *Exterior Side Yard Setback* *4.5 metres*
- (d) *Interior Side Yard Setback*
 - a. *Single detached dwelling: 1.5 m*
 - b. *Semi-detached dwelling: 1.5 m on one side, 0 metres along the common party wall*
- (e) *Maximum Driveway Width: 6 metres or 50% of the lot width, whichever is lesser.*
- (f) *'H' Holding Provisions:*
 - a. *The 'H' holding provision may be removed as such time as a let of opinion signed by an independent, qualified professional holding a valid license to practice in Ontario as an engineer (P.Eng) is submitted to the Township confirming that the existing municipal water and sewer services contain adequate capacity to serve the requirements of the proposed development.*

R1-X2-H Lots 31, 71-74, 111-118, 164-180 on the lands east of County Road 3, south of Railway Street and north of County Road 2.

Notwithstanding the provisions of Sections 3 and 5 hereof to the contrary, on the lands located east of County Road 3, south of Railway Street and north of County Road 2 in the Village of Lansdowne and zoned 'R1-X-H' on 'Schedule B1' the following provisions shall apply:

- (a) *Front Yard Setback* *4.5 metres*
 - i. *Garage: The wall of an attached private garage that contains the opening for vehicular access shall be set back a minimum of 6.0 metres from the lot line that the driveway crosses to access the attached private garage.*
- (b) *Exterior Side Yard Setback* *4.5 metres*
- (c) *Maximum Driveway Width: 6 metres or 50% of the lot width, whichever is lesser.*
- (d) *'H' Holding Provisions:*
 - i. *The 'H' holding provision may be removed as such time as a let of opinion signed by an independent, qualified professional holding a valid license to practice in Ontario as an engineer (P.Eng) is submitted to the Township confirming that the existing municipal water and sewer services contain adequate capacity to serve the requirements of the proposed development.*

R2-X-H. Block 234 on the lands east of County Road 3, south of Railway Street and north of County Road 2.

Notwithstanding the provisions of Sections 3 and 6 hereof to the contrary, on the lands located west of Ginger Street and East of Camden Road in the Village of Lansdowne and zoned 'R2-X-H' on 'Schedule B1' the following provisions shall apply:

- (a) *Height Exemptions*
 - Additional Height Exemptions shall include:*
 - a. *Stair OVERRUNS*
 - b. *Elevator OVERRUNS*
 - c. *Parapets*
- (b) *'-H' Holding Provisions:*
 - a. *The 'H' holding provision may be removed as such time as a let of opinion signed by an independent, qualified professional holding a valid license to practice in Ontario as an engineer (P.Eng) is submitted to the Township confirming that the existing municipal water and sewer services contain adequate capacity to serve the requirements of the proposed development*
- (c) *Barrier free parking shall be provided at a rate of 4% of the required parking spaces.*
- (d) *Garbage*
 - i. *Garbage facilities must be provided internal to the building.*

R2-X. Block 235 on the lands east of County Road 3, south of Railway Street and north of County Road 2.

Notwithstanding the provisions of Sections 3 and 6 hereof to the contrary, on the lands east of County Road 3, south of Railway Street and north of County Road 2 in the Village of Lansdowne and zoned 'R2-X' on 'Schedule B1' the following provisions shall apply:

- (a) *Height Exemptions*
 - a. *Additional Height Exemptions shall include:*
 - 1. *Stair OVERRUNS*
 - 2. *Elevator OVERRUNS*
 - 3. *Parapets*
- (b) *'-H' Holding Provisions:*
 - b. *The 'H' holding provision may be removed as such time as a let of opinion signed by an independent, qualified professional holding a valid license to practice in Ontario as an engineer (P.Eng) is submitted to the Township confirming that the existing municipal water and sewer services contain adequate capacity to serve the requirements of the proposed development*
- (c) *Barrier free parking shall be provided at a rate of 4% of the required parking spaces.*
- (d) *Garbage*
 - i. *Garbage facilities shall be provided internal to the building.*

CG-X-H. Block 209-210 on the lands east of County Road 3, south of Railway Street and north of County Road 2.

Notwithstanding the provisions of Sections 3 and 6 hereof to the contrary, on the lands east of County Road 3, south of Railway Street and north of County Road 2 in the Village of Lansdowne and zoned 'CG-X-H' on 'Schedule B1' the following provisions shall apply:

- (a) Barrier free parking shall be provided at a rate of 4% of the required parking spaces.*
- (b) '-H' Holding Provisions:*
 - a. The 'H' holding provision may be removed as such time as a let of opinion signed by an independent, qualified professional holding a valid license to practice in Ontario as an engineer (P.Eng) is submitted to the Township confirming that the existing municipal water and sewer services contain adequate capacity to serve the requirements of the proposed development*

OS-X Blocks 214-215 on the lands east of County Road 3, south of Railway Street and north of County Road 2. Blocks 6-7 on the lands located west of County Road 3, south of the CN-Rail Right-of-Way, and north of County Road 2.

Notwithstanding the provisions of Sections 4 and 9 hereof to the contrary, on the lands located lands east of County Road 3, south of Railway Street and north of County Road 2 in the Village of Lansdowne and zoned 'OS-X' on 'Schedule 10' the following provisions shall apply:

(a) Permitted Uses Restricted to

*Park
Passive Outdoor Recreation
Sports Fields
Trail System
Public Use (Stormwater Management Facility)*

Schedule B1

