

Part of Lot 29, Concession 1 (Highway 17 and Cumberland)

Planning Rationale
Zoning By-law Amendment
March 12, 2024



Prepared for LLG Development Inc.

Prepared by Fotenn Planning + Design
396 Cooper Street, Suite 300
Ottawa, ON K2P 2H7

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1.0 Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by LLG Development Inc. to prepare this Planning Rationale in support of a Zoning By-law Amendment Application for the site at the southeast corner of the intersection of Highway 17 and Chamberland Street, legally described as Part of Lot 29, Concession 1 (Old Survey) in the City of Clarence-Rockland.

The intent of this Planning Rationale is to assess the proposed development against the applicable policy and regulatory framework and determine if the development is appropriate for the site and compatible with adjacent development and the surrounding community.

1.1 Application history

The subject site has previous development approvals as the site was subject to both an Official Plan Amendment and Zoning By-law Amendment applications. These applications were submitted concurrently and approved in 2014.

The Official Plan Amendment sought to amend the policies of the City of Clarence-Rockland Official to permit high density residential uses in the Service Commercial Designation for the subject site.

The Zoning By-law Amendment sought to rezone the site from CI – Commercial Industrial to CG – Commercial General (special Zone) to allow apartment dwelling, high rise as well as commercial/retail uses on the property. The previous Zoning By-law Amendment requested the following:

- / Increased Maximum building height from 12 metres to 55.10 metres;
- / Reduced loading space requirement from one (1) to zero (0); and
- / Reduced minimum exterior side yard setback from 2 metres to 1.625 metres.

The Official Plan and Zoning By-law amendment applications were approved in the fall of 2014.

1.2 Purpose of the Application

The purpose of this application is to permit the following proposed changes to the plan:

- / To increase the maximum height of the building from 55.10 metres to 56.25 metres;
- / To permit a portion of the mechanical penthouse to be used for indoor amenity area associated with the permitted rooftop patio, as a permitted projection, the total mechanical and amenity projection rises to 61 metres in height;
- / To reduce the front yard setback for the underground parking garage portion of the building to 0 metres;
- / To reduce the total commercial area requirement from 2,186 square metres to 600 square metres; and
- / Reduced residential bicycle parking of 70 spaces where 97 are required.

Subject Site and Surrounding Context

2.1 Subject Site

The subject site, legally described as Part of Lot 29, Concession 1 (Old Survey) is on County Road 17, just north of Chamberland Street in the City of Clarence-Rockland. The 0.46 hectare parcel has no municipal address, but can be accessed from a private road to the southeast of the property that connects to the neighbouring medical office building and gas station, and onto Chamberland Street. The site is currently vacant.

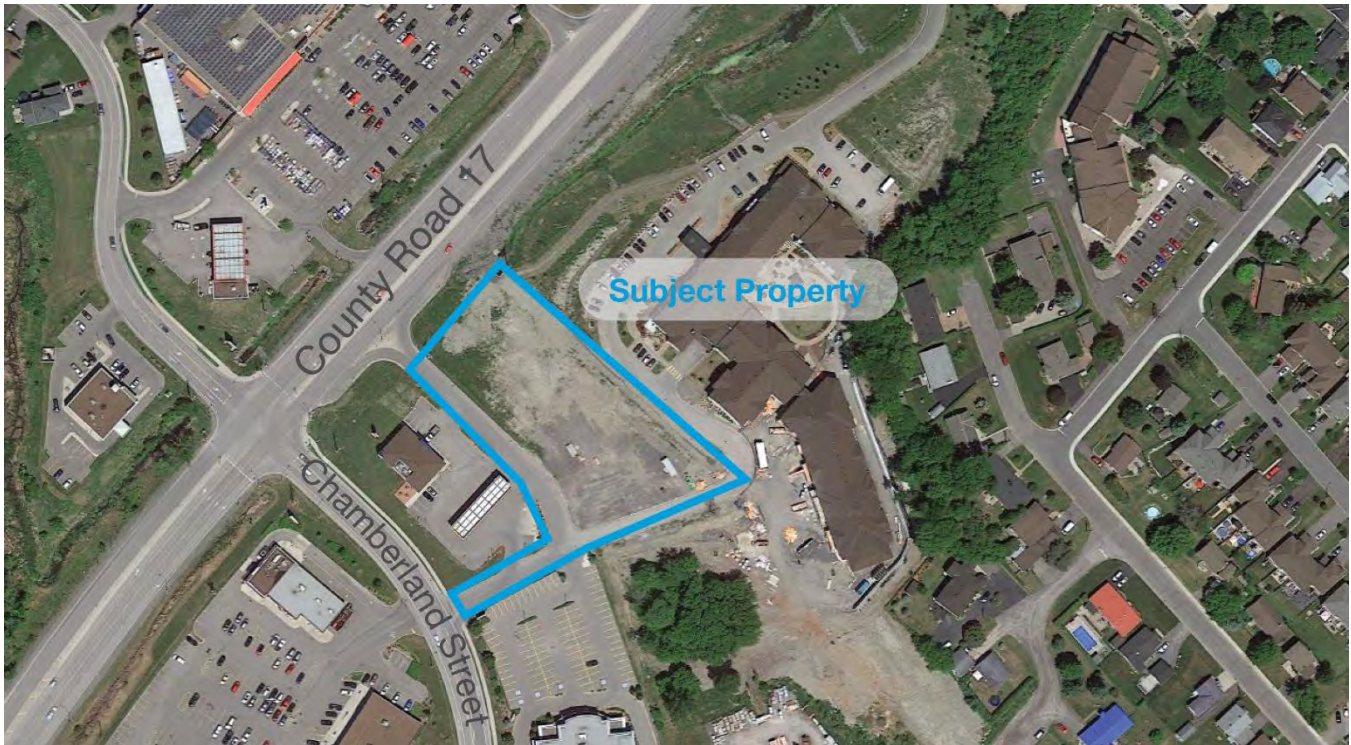


Figure 1: Subject Site and Surrounding Context

2.2 Surrounding Context

The subject site is located at the west end of Rockland in an area characterized by large format commercial/retail uses, light industrial uses and employment uses, including office buildings. A steep ridge is located to the northeast of the subject site, which leads to a residential community and Clarence-Rockland's Commercial Core Area.

The following identifies the land uses that surround the site:

North: The lands directly to the north of the subject properties consist of vacant lots that are zoned CI - Commercial Industrial along County Road 17. Across the road is a large format retail centre and further north is a residential area consisting primarily of single-detached dwellings

East: A steep ridge to the east of the subject property leads to a residential community and eventually the Commercial Core Area along Laurier Street. At the top of the ridge is the Manoir Belle Vue retirement home, a 3-4 storey residential building and a low-rise neighbourhood of primarily single-detached dwellings.

South: Directly south of the subject site is a Mac’s Convenience store and gas station, as well as a medical office building, all located on the same private road as the subject site. Further south across Chamberland Street is a large format retail centre with restaurants with access from County Road 17 and Chamberland Street.

West: To the west of the subject site is the intersection of Chamberland Street and County Road 17. A bank and a gas station are located on the far side of the intersection, as well as more vacant land zoned for commercial purposes. A large flood plain is located on the Ottawa River to the far west.

2.3 Road Network

The subject site is well serviced with respect to the existing road network. As per Schedule B: Road Network and Community Linkages in the City of Clarence-Rockland Official Plan, the subject property is located on an arterial road, County Road 17, and can be accessed from Chamberland Street, a minor collector road with a sidewalk connected to the local pedestrian network. The property is also less than a kilometre walk from the Commercial Core Area located along Laurier Street.

Two (2) transit routes, operated by CRTranspo in conjunction with OCTranspo, offer weekday commuter access to the City of Ottawa. Routes 530 and 535 make several stops within Clarence-Rockland of which at least two are within walking distance (600m) from the site. Furthermore, a local transit service is currently being discussed with the public in Clarence-Rockland to provide residents with another transportation option within the growing community. It should be noted that the City of Clarence-Rockland reviews its bus stop options on a yearly basis, but the site’s proximity to both the Commercial Core Area and County Road 17 means it is unlikely that no stop will be located within walking distance of the subject site.

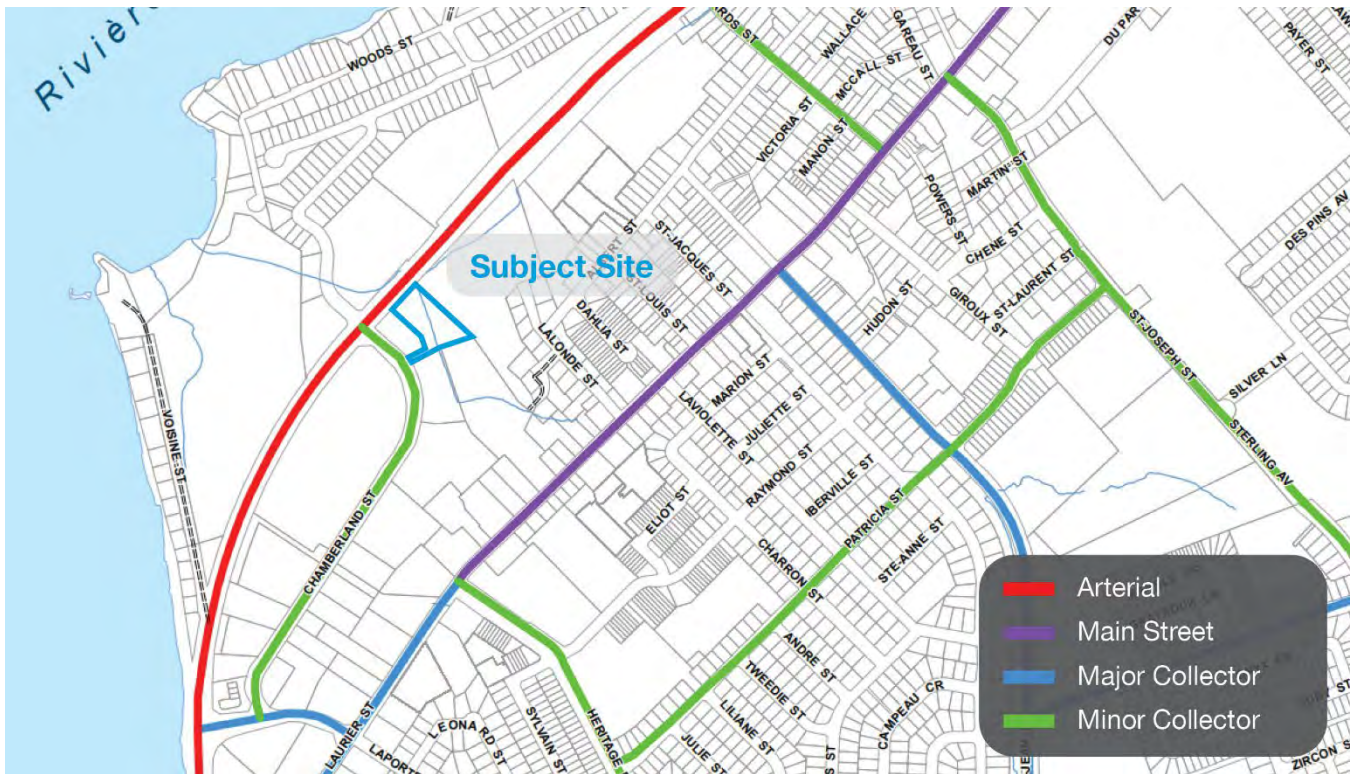


Figure 2: Schedule B - Road Network

3.0 Proposed Development

LLG Development Inc. is proposing to develop the subject site with a seventeen (17) storey mixed-use building. The proposed development includes 194 units consisting of one (1) and two (2) bedroom units and three (3) ground floor commercial units. The ground floor of the building will comprise of 607 square metres of net ground-floor commercial space, the building lobby, tenant workspaces and amenity area. The building is designed with a one storey podium base.

Project access would be provided by way of two (2) separate private driveways owned by LLG Development Inc. that currently service an existing medical office complex and gas station. The driveways connect to County Road 17 and Chamberland Street. The interior service road to the east would independently service the ramp for the below-grade parking structure and the surface parking spaces.

Two (2) levels of underground parking are provided in addition to 41 surface parking spaces servicing the ground floor retail units. A total of 333 parking spaces are proposed, 284 of which are provided underground and 8 E.V charging spaces are provided at grade.

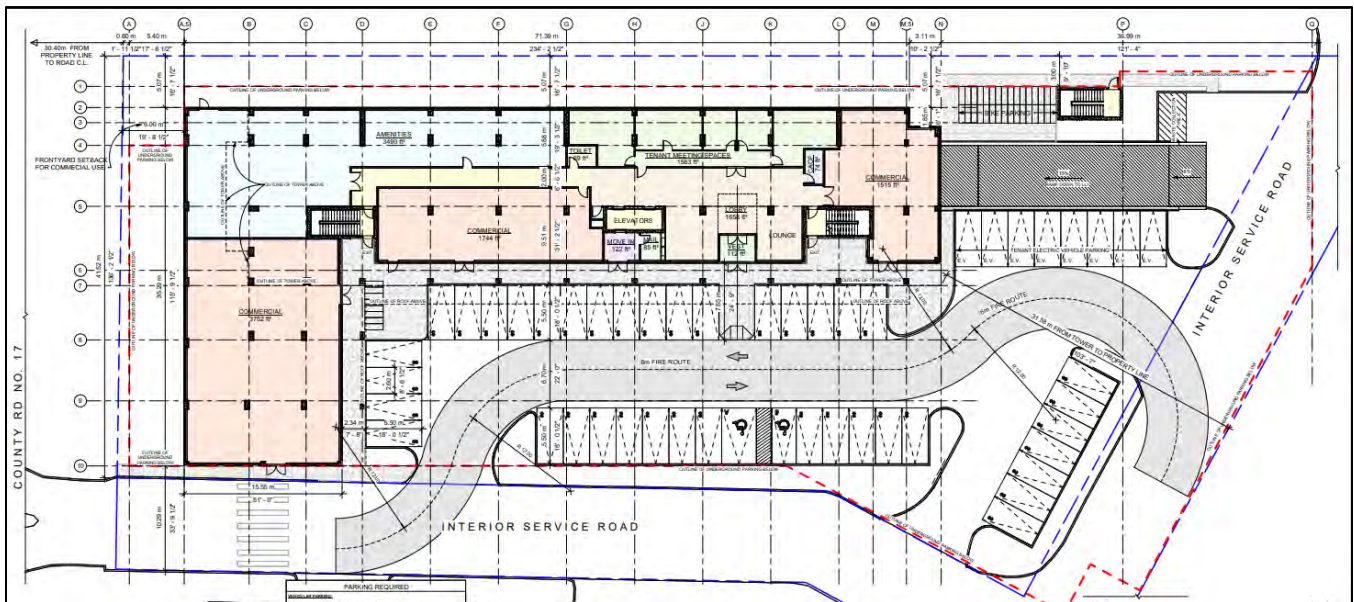


Figure 3: Proposed Site Plan

Amenity space is provided throughout the proposed development including 324 square metres of amenity space on the ground floor as well as 168 square metres of outdoor rooftop amenity space and 134 square metres of indoor amenity space in the rooftop penthouse.

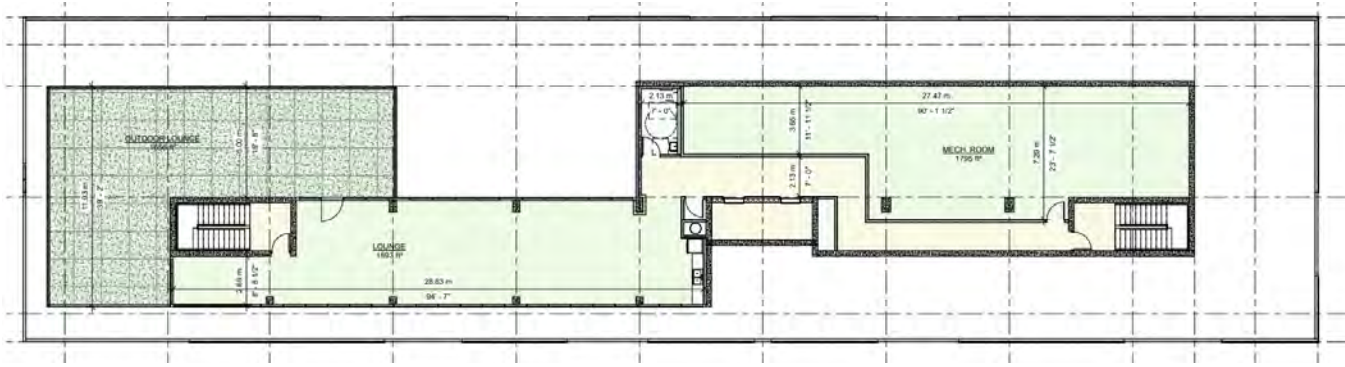


Figure 4: Mechanical Penthouse and Rooftop Amenity Space



Figure 5: North Elevation

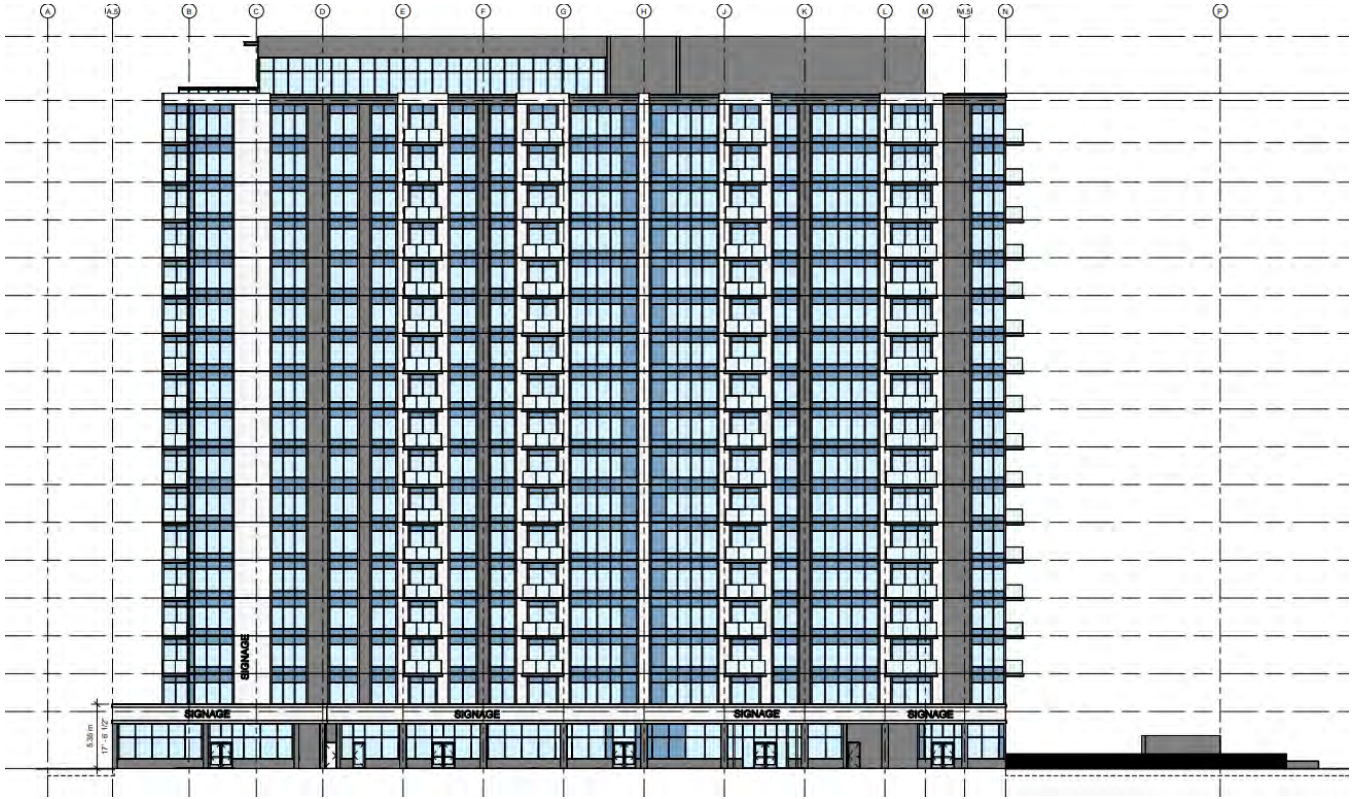


Figure 6: West Elevation

4.0 Policy and Regulatory Framework

4.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS), issued under the authority of Section 3 of the Planning Act, provides policy direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting land use planning “be consistent with the” such policy statements issued under the Act.

The PPS encourages planning authorities to permit and facilitate a range of housing options, including new development as well as residential intensification, to respond to current and future needs. The PPS also encourages efficient development patterns which optimize the use of land, resources and public investment and public service facilities.

The proposed development is consistent with the following policies of the PPS:

- 1.1.1 Healthy, liveable, and safe communities are sustained by:
 - / promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
 - / 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;
 - / avoiding development and land use patterns which may cause environmental or public health and safety concerns;
 - / 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;
 - / ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;
 - / promoting development and land use patterns that conserve biodiversity; and
 - / preparing for the regional and local impacts of a changing climate.

The development proposal will introduce residential apartments and at-grade commercial uses serving the building residents as well as the greater community as a whole. The additional indoor amenity space provides semi-private space for building residents to enjoy.

- 1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:
 - / efficiently use land and resources;
 - / 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;
 - / minimize negative impacts to air quality and climate change, and promote energy efficiency;
 - / prepare for the impacts of a changing climate;
 - / support active transportation;
 - / are transit-supportive, where transit is planned, exists or may be developed; and

/ are freight-supportive.

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

- 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 is consistent with Policy 1.1.3 of the PPS, as the subject site is located in a built-up settlement area with sufficient servicing and infrastructure.

- 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:

/ permitting and facilitating:

- 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,
- all types of residential intensification, including additional residential units;

/ 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;

/ 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;

/ requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and

/ establish development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintain appropriate levels of public health and safety.

The proposed development is consistent with Policy 1.4.3 of the PPS, as it directs development of new housing in a location where appropriate levels of infrastructure and public service facilities are readily available. The proposed development is compact in form, and its density will make efficient use of the subject site.

- 1.6.1 Infrastructure and public service facilities shall be provided in an efficient manner that prepares for the impacts of a changing climate while accommodating projected needs.

Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they are:

- a. financially viable over their life cycle, which may be demonstrated through asset management planning; and
- b. available to meet current and projected needs.

- 1.6.6.1 Planning for sewage and water services shall:

- a. accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:

1. municipal sewage services and municipal water services; and
 2. private communal sewage services and private communal water services, where municipal sewage services and municipal water services are not available or feasible;
- d. integrate servicing and land use considerations at all stages of the planning process.
- 1.6.6.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.
- 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.
- 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 proposal is consistent with Section 1.6 (Infrastructure and Public Service Facilities) of the PPS, as the subject site is located in a built-up area with existing infrastructure and public service facilities. The proposed intensification of the subject site will help optimize the existing infrastructure, public service facilities, and transportation infrastructure.

- 1.7.1 Long-term economic prosperity should be supported by:
- / encourage residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;
 - / optimizing long-term availability and use of land, resources, infrastructure, and public service facilities;
 - / encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes; and
 - / promoting the redevelopment of brownfield sites.

The proposed development is consistent with Policy 1.7 (Long Term Economic Prosperity) of the PPS, as the application will intensify lands in a built-up area and thus optimize the long-term availability and use of land and resources. The proposed development also contributes to a more diverse supply of housing options in the surrounding area.

- 1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:
- / promote compact form and a structure of nodes and corridors;
 - / promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;

- / 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;
- / focus freight-intensive land uses to areas well served by major highways, airports, rail facilities and marine facilities;
- / encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;
- / promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure; and
- / maximize vegetation within settlement areas, where feasible.

The proposal is consistent with Policy 1.8 (Energy Conservation, Air Quality and Climate Change) of the PPS, as it represents an intensification of the subject property with a compact, dense built form.

4.2 United Counties of Prescott and Russell Official Plan (2022, as amended)

The United Counties of Prescott and Russell Official Plan (“the Counties’ Official Plan”), provides guidance and direction to growth and development activity throughout the United Counties for a twenty-five-year period, until 2046. The subject site is designated within a Settlement area on Schedule A1 and is designated as an Urban Policy Area on Schedule A2.

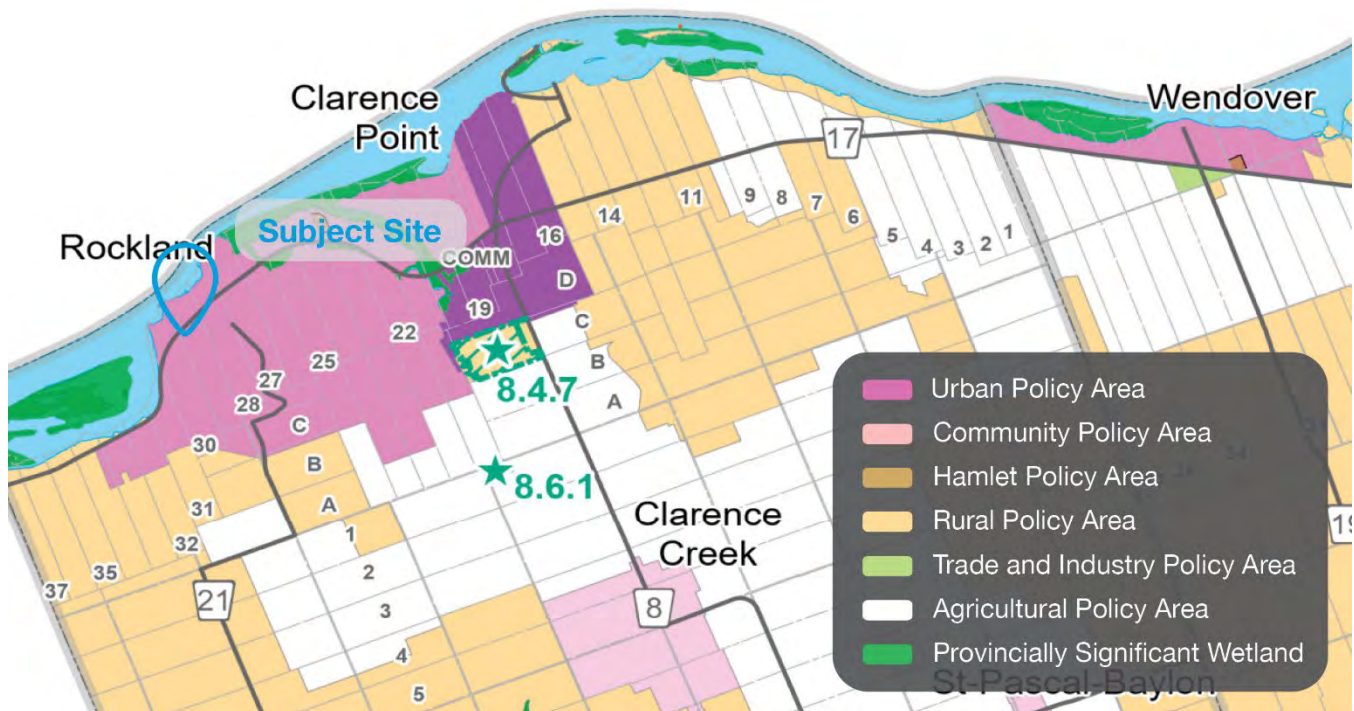


Figure 7: Prescott Russel Schedule A2 - Land Use Designation

4.2.1 Urban Policy Areas

Urban Policy Areas are areas within the Counties that represent Cities, Towns and Villages with a population of 1000 people or more and where development is primarily on the basis of municipal water and sewer systems. The Urban Policy Areas are intended to support the majority of growth within the Counties and the policies for the Urban area are intended to create a planning framework which will encourage, and support diversified, mixed-use communities.

The objective of the Urban Policy Area is to provide for a range and mix of low, medium and high-density housing types and to encourage housing above commercial uses in and near downtown and other main commercial areas.

It is the objective of the Counties Official Plan to direct 85% of housing growth to the Urban Policy Area. The intent of this target is to maximize development on existing available infrastructure and reduce the need for costly servicing expansions.

4.2.2 Residential Intensification

The Counties Official Plan supports residential intensification within the Urban Policy Area that helps to create complete communities that utilize existing services and infrastructure efficiently. Complete communities are envisioned to be vibrant, healthy, safe, and able to sustain mixed use that reduce the reliance on the private automobile and encourages active modes of transportation and increased walkability. This is achieved by locating the majority of homes, jobs, shops, institutions and services in proximity to each other.

The proposed development conforms to the United Counties of Prescott and Russel Official Plan by providing residential intensification within the Urban Policy Area, as well as new commercial units, to help create a complete community and utilize existing services and infrastructure.

4.3 Official Plan of the Urban Area of the City of Clarence-Rockland (2013 as amended)

The Official Plan of the Urban Area of the City of Clarence-Rockland was prepared to ensure sufficient land is available to accommodate an appropriate range and mix of land uses to meet projected needs to 2035. The Plan establishes policies that reflect the unique character of Clarence-Rockland as an urban community having functional relationships with neighbouring hamlets and municipalities, and the City of Ottawa.

4.3.1 Strategic Direction

The following principles described the Strategic Direction for this Plan over the planning horizon. These are:

1. To develop a sustainable and resilient City for people of all ages, a clean and healthy environment and a strong competitive economy;
2. To focus growth and development within the urban area and the City's rural settlement areas while supporting the viability of rural areas;
3. To carefully manage land use to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns and avoiding significant or sensitive resources and areas which may pose a risk to public health and safety;
4. To permit and facilitate a range of housing options, including new development as well as residential intensification, to respond to current and future needs.
5. To promote efficient development patterns which optimize the use of land, resources, and public investment in infrastructure and public service facilities (including a mix of housing, affordable housing, employment, recreation, parks and open spaces, and transportation choices that increase the use of active transportation and transit before other modes of travel.

6. To minimize the undesirable effects of development, including impacts on air, water and other resources including better adaptation and responses to the impacts of a changing climate.
7. A strong, liveable and healthy community promotes and enhances human health and social well-being, is economically and environmentally sound, and is resilient to climate change.

The proposal represents efficient development that optimizes land within the urban area with exiting infrastructure and public service facilities. The new development will facilitate the provision of housing options that promotes a liveable and healthy community. The proposal conforms to the strategic direction of the Official Plan of the Urban Area of the City of Clarence-Rockland

The role of the Urban Area has evolved from the last Official Plan from a regional centre, a manufacturing town and a dormitory town to the following: -

- / A regional service centre that provides commercial goods and services, community services and facilities for the surrounding municipalities of the United Counties of Prescott and Russell
- / A centre for educational facilities.
- / A place that offers a full range of housing choice and affordability on serviced lots and is in the vicinity of the City of Ottawa.

4.3.2 Residential (Section 2.6)

The predominant land use in the Urban Area is residential. The City of Clarence-Rockland has experienced unprecedented residential growth with approximately 80% of growth occurring in the Urban Area. Although the main form of residential tenure will be single-detached dwellings, as the population continues to grow council shall consider increasing residential building heights in areas deemed proper for these types of development. Opportunities for higher density must be made available. In conjunction with the United Counties of Prescott and Russell Official Plan, the Official Plan is seeking to ensure that 10% of new housing will be high density, defined as more than 30 units per net hectare.

4.3.3 Service Commercial Designation (section 5.2)

The subject site is designated service commercial as outlined on schedule A – Land Use & Constraints (Figure 7). The Service Commercial designation is intended to serve the needs of residents of Clarence-Rockland and the surrounding area. The uses within this area require relatively large parcels of land, large areas of surface parking and access by major roads.

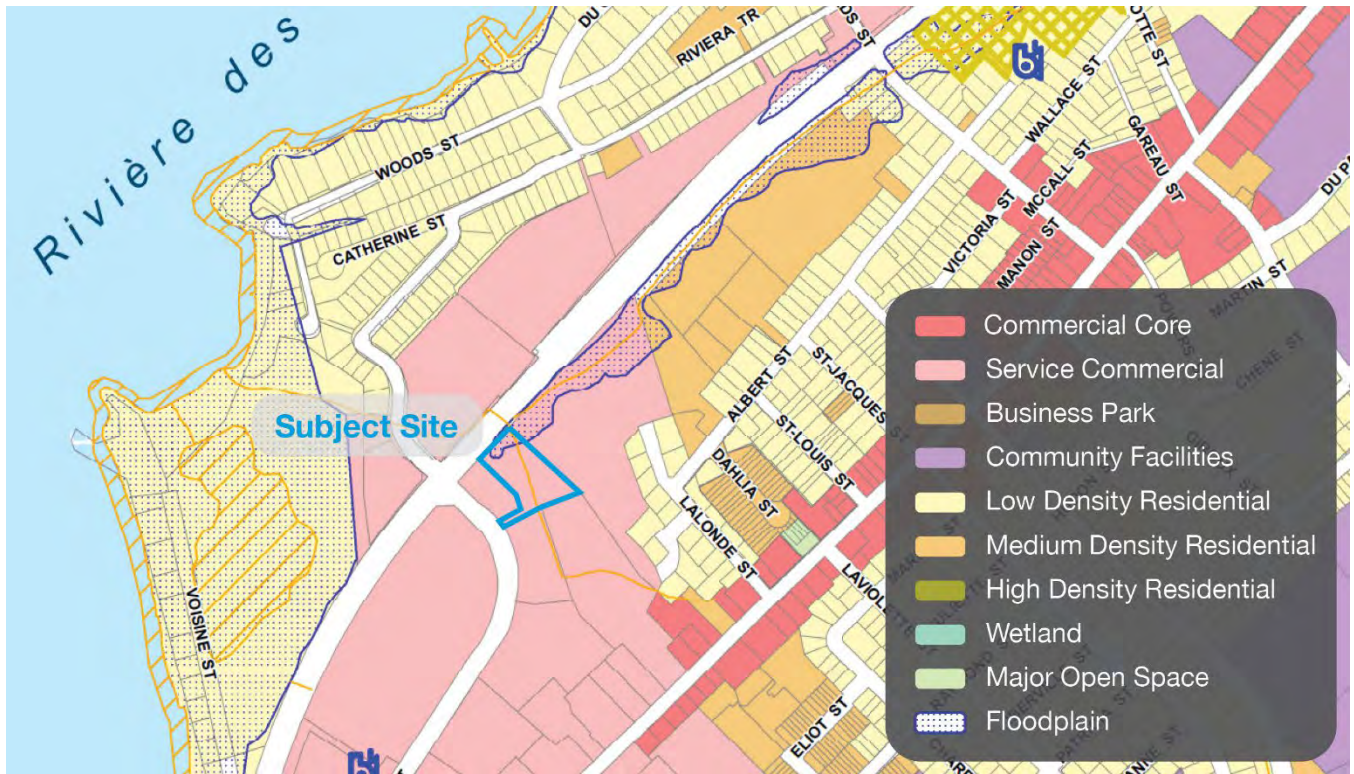


Figure 8: Schedule A - Land Use & Constraints

Subject to OPA No. 25, high density, high profile residential uses are permitted on the subject site.

The following policies apply to High Density Residential Development on the subject site.

1. Certain developments for which the location has already been determined are indicated on Schedule 'A' in a precise location. These proposals must still receive all other necessary approvals, including a site plan agreement and zoning amendment.
2. When Council examines a proposal for high density residential uses, it must consider the following factors among others: compatibility, parking, vehicular and pedestrian movement, availability of municipal services, safety, noise, and the results of public participation. In general, row housing and other ground-oriented housing is more acceptable on local streets than housing that is not ground oriented.

The proposed development satisfies the factors listed above including the provision of adequate parking, municipal services, pedestrian movement and public consultation.

3. High Density Residential uses will be subject to Site Plan Control.

A Site Plan Control application will be submitted following this Zoning By-law amendment application that will address detailed site design, including pedestrian access, landscaping, and engineering.

4. Notwithstanding the density provisions above, a stand-alone residential use within the Core Area shall achieve a minimum density of 75 units per net hectare.

The proposed development achieves the minimum density by providing for 194 units which equates to 421 units per net hectare.

The proposed development continues to conform with the policies of the City of Clarence-Rockland Official Plan, including OPA No. 25, and reflects appropriate development for this area. The proposed Zoning By-law Amendment respects the previously approved OPA.

4.3.4 Flood Plain (section 6.3)

As per Schedule A – Land Use and Constraints, a portion of the subject property is located within an area identified as a flood plain. This is also captured through the Zoning By-law in Section 4.4 of this report.

The Policies of Section 6.3.1 include:

2. It is recognized that flood plains and associated erosion hazards may exist that are not shown on Schedule 'A'. In reviewing development applications, the approval authority shall require that the proponent demonstrate, to the satisfaction of the approval authority, that there are no flood hazards and/or erosion hazards as part of the submission application for formal review and processing. Where it is determined that flood hazards and/or erosion hazards exist, the policies in this Section shall apply, regardless of the fact that the flood hazard or erosion hazard may not be identified on Schedule 'A'.
3. Amendments to the Flood Plain Development Constraint shown on Schedule 'A' may be considered provided the proposed amendment is supported by plans and/or studies prepared by a qualified professional, which demonstrate that any site alteration(s) or works will not negatively impact adjacent lands or lands located up or downstream from the subject property. The Ministry of Natural Resources and Forestry and/or South Nation Conservation shall be consulted prior to the adoption and approval of Official Plan amendments concerning Flood Plains.
4. The Zoning By-law shall indicate the Flood Plain areas and it may also contain provisions with respect to flood proofing/wave proofing

The developer consulted extensively with South Nation Conservation (SNC) in the fall/winter of 2023/2024 to determine the extent of the floodplain. The analysis completed by JF Sabourin and Associates Inc., based on GIS data provided by SNC, determined that the SNC 1:100-Year floodplain does not apply to the subject property. A small portion of the development is located within the SNC regulation area (15 metres) and permit will be required through the SNC for development within the regulation area.



Figure 9: UCPR A-la-carte image showing the floodplain zoning (blue) and regulatory boundary (yellow).



Figure 10: Floodplain analysis completed by JFSA in conjunction with the SNC.

As shown in Figures 9 and 10, the regulatory boundary (yellow) remains the same, which indicates the floodplain as shown on Schedule A of the Official Plan, and the Zoning By-law, are incorrect. Therefore, the subject property does not have a floodplain, as confirmed by the SNC GIS data set, and further analysis from JFSA.

4.4 City of Clarence-Rockland Zoning By-law No. 2016-10

The subject site is zoned General Commercial, Exception 23, Holding provision – CG-23-h. The General Commercial Zone permits a range of commercial uses. A small portion of the northeast corner of the site also contains the “FP” symbol to indicate the floodplain, which is consistent with Schedule A of the Official Plan of the Urban Area of Clarence-Rockland.



Figure 11: Zoning Map Excerpt (A La Carte)

The proposed development is consistent with the purpose of the by-law and reflect appropriate for this area. Except for the proposed amendment to seek relief from several performance standards of the Zoning By-law, the proposed changes addressed in this application do not detract from the consistency of the overall development with the provisions highlighted below.

Areas of compliance are noted below with a green “Yes” and areas of non-compliance are noted with a red “No”.

Zoning Mechanism	Provision	Provided	Compliance
Minimum Lot Area s. 7.13.3 (w)i	No minimum	6,519 square metres	Yes
Minimum Lot Width s. 7.13.3(w)ii	No minimum	50.52 metres	Yes

Minimum Front Yard Setback s. 7.13.3(w)ii	Commercial: 2.0 meters Residential: 9.0 metres	Commercial: 6.0 metres Residential: 10.15 metres Below grade setback: 0 metres	No
Minimum Interior Side Yard Setback s. 7.13.3(w)ii	1.625 metres	5.07 metres	Yes
Minimum Rear Yard Depth s. 7.13.3(w)iv	No minimum	31.58 metres	Yes
Maximum Building Height s. 7.13.3(w)v	55.10 metres	56.25 metres	No
Minimum area of commercial uses s. 7.13.3(w)vi	2,186 square metres	607 square metres	No
Minimum area of commercial uses on the ground floor s. 7.13.3(w)vi	830 square metres	607 square metres	No
Minimum Required Vehicle Parking Spaces Table 5.2.1	Residential (1.0 per dwelling units less than 75m ²) = 22 spaces Residential (1.5 for all other units) = 258 spaces Total Residential: 280 spaces	291 spaces (Including 8 EV spaces)	Yes
	Commercial (1.0 per 25m ²) Total Commercial: 24 spaces	41 spaces	Yes
	Total Required: 304 spaces	332 spaces	Yes
Minimum Required Bicycle Parking Spaces	Residential: 0.5 spaces per dwelling unit = 194x0.5 = 97 spaces	70 spaces	No
	Commercial: 2 spaces	2 spaces	Yes

Relief from the following CG-23-h provisions are proposed:

- / **Increased maximum building height from 55.10 metres to 56.25 metres.**
The increased building height represents a minor deviation from the Zoning requirement.
- / **Rooftop amenity space of 134.25 square metres may project above the height limit, with a maximum building height of 61 metres applying to the height of the amenity structure.**

Section 4.35 of the Zoning By-law provides direction for permitted projections above the height limit. Permitted projections include elements such as chimneys and clock towers, mechanical and service equipment penthouses,

stairway penthouses, and rooftop patios, gardens and terraces. Enclosed interior amenity areas are not considered a projection above the height limit as per Section 4.35 of the Zoning By-law. The proposed amendment would permit an enclosed amenity area within the permitted projection.

The provisions of the Zoning By-law with respect to height and the permitted projections above the height limit are intended to accommodate a limited number of uses on the rooftops of new buildings, while also mitigating for their visual impact. The permitted projections of Section 4.35 are permitted because their impact is deemed appropriate and acceptable.

The enclosed rooftop amenity space will provide additional amenity space for residents that complements existing outdoor amenity spaces on the property. The enclosed space provides year-round use for residents and is less visually and acoustically intrusive to abutting properties. Both visual and acoustic disturbances are reduced as they'll be confined within the enclosed space set atop the centre of the rooftop. The perimeter walls of the amenity space work to confine the space, reducing visual clutter, and acting as a damper against noise. The addition of washrooms will contribute to the usability and viability of the outdoor terrace for elderly residents and those having limited mobility.

/ **Reduced Front Yard Setback for the underground portion of the building.**

In determining yard measurement, the minimum horizontal measurement between the applicable lot line and the nearest point of the building above and below grade shall be used unless otherwise specified by this By-law. The above grade portion of the building complies with the required Front Yard Setback for both residential and commercial uses. However, a portion of the underground parking projects into the required front yard.

The front yard setback is proposed to apply only to the portion of the building that is above ground. The underground portion will have no perceivable impact on the required front yard.

/ **Reduced Commercial Area requirement from 2,186 square metres to 600 square metres.**

The proposal still seeks to retain a commercial component on the ground floor, however, the demand for commercial space has reduced since the original Zoning By-law Amendment was sought. Therefore, a reduction in the required total commercial area and the required ground floor commercial area is proposed.

/ **Reduced residential bicycle parking of 70 spaces where 97 are required.**

The proposal seeks to reduce the total number of residential bicycle parking spaces to 70 spaces where 97 are required.

4.4.1 Proposed Zoning By-law Amendment

The following amendment is proposed to The Corporation of the City of Clarence-Rockland Zoning By-law No. 2016-10, as part of a site-specific exception:

- / Increased maximum building height from 55.10 metres to 56.25 metres.
- / Rooftop amenity space of 134.25 square metres may project above the height limit, with a maximum building height of 61 metres applying to the height of the amenity structure.
- / Reduce front yard setback for the underground parking garage portion of the building to 0 metres;
- / Reduced Commercial Area requirement from 2,186 square metres to 600 square metres.
- / Reduced residential bicycle parking of 70 spaces where 97 are required.

Further, it is requested that the floodplain (FP) and holding (h) symbols be removed, as these were both related to the floodplain which has been demonstrated through the JFSA analysis to not apply to the subject property, as discussed in Section 4.3.4 of this report, and below.

4.4.2 Flood Plain Overlay (section 4.17.1)

Section 4.17.1 of the Zoning By-law specifies that the provisions under this section take precedence over the underlying zone. Further, “[t]hey apply to land uses within an area affected by a flood plain overlay in order to restrict development and site alteration in a floodplain area to minimize the threat of injury or loss of life and prohibit land uses where substances of a chemical, hazardous or toxic nature are used which could contaminate potential flood waters; where flooding may compromise the ability to deliver essential services, or where flooding may cause unacceptable risk of property damage. Not all flood plains have been identified by the FP overlay. The 1:100 year flood protection elevation along the Ottawa River is the 45.1 meter contour. This flood protection elevation shall take precedent unless a study completed by a qualified professional – to the satisfaction of the City and the Conservation Authority – demonstrates that the lands are not susceptible to flooding.”

Whereas the Zoning Schedule applies a floodplain to the subject property, as demonstrated in Section 4.3.4 of this report, the floodplain does not extend onto the subject lands. Therefore, Section 4.17.1 does not apply to the proposed development and it is requested that the “FP” and “h” symbols be removed.

5.0 Conclusion

It is our professional opinion that the proposed Zoning By-law Amendment application constitutes good planning and is in the public interest. As outlined below:

- / The proposed development is consistent with the Provincial Policy Statement (2020) as it provides residential development intensification, thereby increasing choices for housing, within the built-up area where existing infrastructure and public service facilities are available;
- / The proposed development conforms with the United Counties of Prescott and Russel Official Plan as the proposal represent appropriate residential intensification within the Urban Policy Area where existing infrastructure and services are available;
- / The proposed development conforms with the City of Clarence-Rockland Official Plan, including OPA 25 which establishes specific policies for the subject site; and,
- / The proposed development is consistent with the City of Clarence-Rockland Zoning By-law, including most of the applicable performance standards. The requested amendments are appropriate for the site and will not create undue negative impacts on the community or surrounding properties.

Sincerely,



Jacob Bolduc, RPP MCIP
Associate



Thomas Freeman, B.URPL
Planner