

November 25, 2025

Mme. Marie-Eve Belanger
Planner
City of Clarence-Rockland
1560 Laurier Street,
Rockland, ON K4K 1P7

**RE: Applications for an Official Plan Amendment, Zoning By-law
Amendment, and Consent
2564 Laurier Street, Clarence-Rockland**

Mme. Belanger,

Fotenn Planning + Design ("Fotenn") has been retained by Dennis Tanguay (the "owner") to submit the enclosed Official Plan Amendment and Zoning By-law Amendment applications for the property known municipally as 2564 Laurier Street in the City of Clarence-Rockland ("subject property"). These applications are submitted to the City concurrently with a series of Consent applications to the United Counties of Prescott and Russell, which are intended to facilitate the necessary land division to support the proposed development on the subject property.

The purpose of these applications is to facilitate the development of six (6) townhouse dwellings, with the intention of establishing two (2) Secondary Dwelling Units (SDUs) for each of the primary townhouse dwelling units. To facilitate the legal establishment of the SDUs under the Planning Act, the concurrent Consent applications seek to sever the subject property to create five (5) new lots and one (1) retained lot, with shared parking, waste collection, and bicycle storage facilities interior to the lands.

Please do not hesitate to reach out to the undersigned at sauders@fotenn.com if you have any questions.

Sincerely,



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FOTENN

1.0 Introduction

1.1 Application Overview

Fotenn Planning + Design (“Fotenn”) has been retained on behalf of the owner to submit Official Plan Amendment and Zoning By-law Amendment applications for the property known municipally as 2564 Laurier Street in the City of Clarence-Rockland (“subject property”). These applications are submitted concurrently with a series of Consent applications to the United Counties of Prescott and Russell, which are intended to facilitate the necessary land division to support the proposed development on the subject property.

The purpose of these applications is to facilitate the development of six (6) townhouse dwellings, with the intention of establishing two (2) Secondary Dwelling Units (SDUs) for each of the primary townhouse dwelling units. The proposed Official Plan Amendment application seeks to facilitate the development of independent medium-density residential uses on the subject property, whereas such residential uses are permitted only within a mixed-use building.

Similarly, the proposed Zoning By-law Amendment application seeks to permit the establishment of townhouse buildings, whereas this unit type is currently only permitted in association with commercial uses below or in-front of the residential use. The Zoning By-law Amendment will also seek relief from areas of zoning non-compliance, including minimum parking requirements, front yard setbacks, and the maximum number of dwelling units in a townhouse block.



Figure 1: Proposed severance scheme.

To facilitate the legal establishment of the SDUs, the proposed Consent applications seek to sever the subject property to create five (5) new lots, alongside one (1) retained lot, with shared parking, waste collection, and bicycle storage facilities.

1.2 Site and Surrounding Context

1.2.1 Subject Property

The subject property is legally described as Part of Lots 28 & 29 Concession 1 (Old Survey), Geographic Township of Clarence, City of Clarence-Rockland, United Counties of Prescott and Russell. The property is a rectangular corner lot, located at the north-west corner of Laurier Street and Lalonde Street. The subject property features a frontage of 33.53 metres along Laurier Street, and a frontage of 38.05 metres along Lalonde Street, resulting in a lot area of 1,275.66m². The subject property is currently improved with an existing single-detached dwelling, as well as a detached garage at the rear of the lot along Lalonde Street. The existing building is oriented towards the Lalonde Street frontage, with an existing site access provided to the detached garage from Lalonde Street.

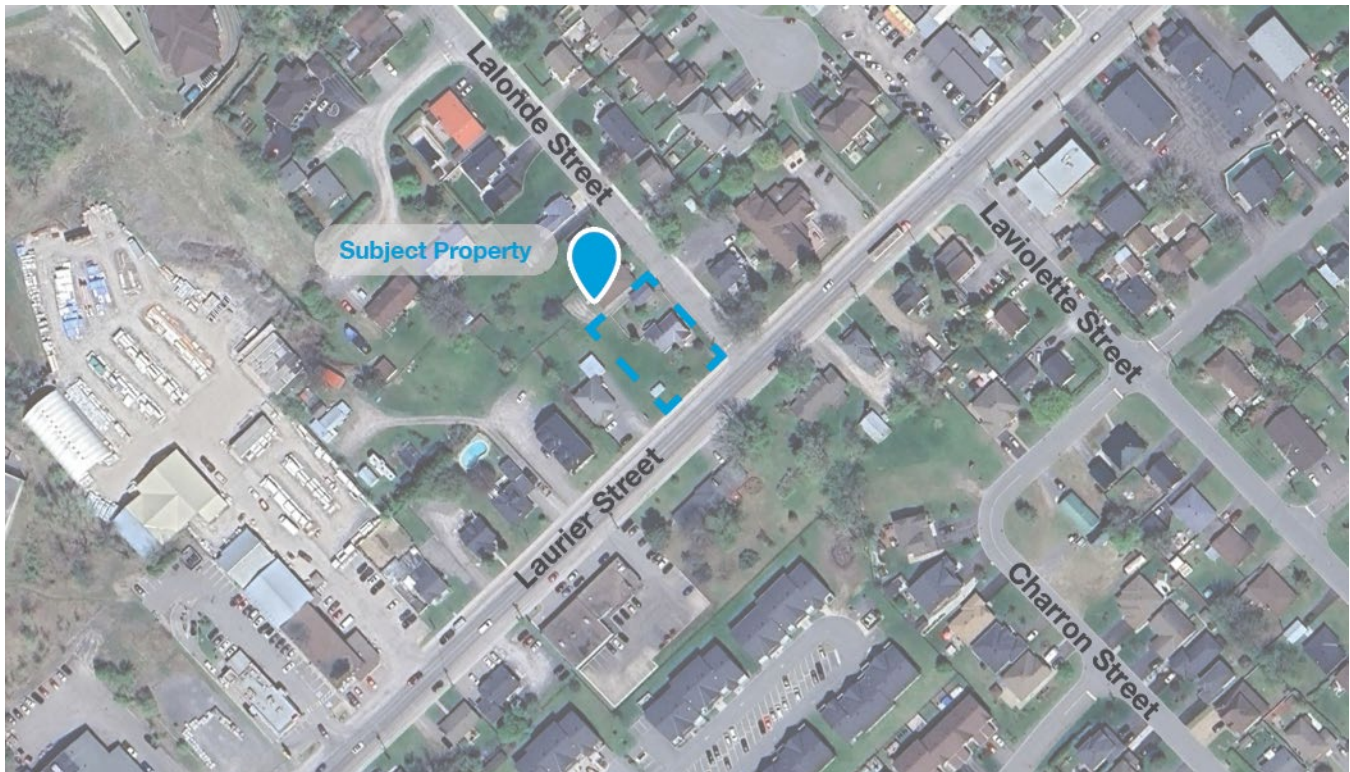


Figure 2: Subject property and surrounding context.

1.2.2 Surrounding Context

The subject property is located along Laurier Street, the local mainstreet in Rockland, becoming more pronounced to the east of the subject property. The segment of Laurier Street surrounding the subject property is characterized by a range of low-rise residential and retail land uses, with a greater concentration of commercial uses to the west. Further details of the surrounding context are described below:

North: The area to the north of the subject property is generally characterized by the low-rise residential fabric common within the inner areas of the Rockland community, flanking Laurier Street to the north and south. Further to the north is the Manoir Rockland retirement home, abutting Highway 17 to the north.

East: East of the subject property is the core area of the Rockland community, with a range of residential, retail, commercial, and mixed-use developments along Laurier Street. This segment of Laurier Street is characterized by a greater degree of active frontages and street-oriented infrastructure.

South: To the south of the subject property is an extension of the inner Rockland residential area, characterized by a range of low-rise residential dwelling types, including single-detached, semi-detached, and townhouse dwellings. A significant development of townhouses to the south of Laurier Street, accessed from Eliot Street, features several blocks of townhouse dwellings with shared parking provisions interior to the development.

West: The area to the west of the subject property is characterized by a greater degree of automobile-oriented commercial uses along Laurier Street, including retail and light-industrial uses. Further to the west is Chamberlain Street, which is generally aligned parallel to Laurier Street and features a similar mix of uses, including Plaza Rockland, a commercial power centre development along Highway 17 to the north with a range of retail and food tenancies serving local and regional markets.

2.0 Proposed Development

2.1 Overview

The proposed development involves the demolition of the existing dwelling on the subject property and the construction of six (6) new townhouse units. The townhouses will be arranged within a single building block and oriented to wrap around the corner of Laurier Street and Lalonde Street, creating an active frontage along both streets. Specifically, four (4) townhouse units will front onto Laurier Street, while the remaining two (2) units will front onto Lalonde Street.

The development will feature a mix of two-storey and three-storey townhouse forms. The two (2) western-most units are proposed at two (2) storeys in height, with the remaining four (4) units rising to three (3) storeys. This variation in building height introduces architectural interest and visual diversity, while also responding appropriately to the surrounding built context. The lower-profile buildings on the western portion of the site are intended to transition to the adjacent low-rise residential and commercial uses, whereas the taller eastern units relate to the more urban, mainstreet character of Laurier Street to the east.



Figure 3: Proposed Site Plan.

Vehicular access to the site will be provided from Lalonde Street, leading to a shared surface parking lot located interior to the block, behind the townhouse units. This configuration supports an active and pedestrian-friendly streetscape while minimizing the visual impact of parking infrastructure on the public realm. A consolidated waste collection area will be located to the west of the westernmost townhouse unit, but set back significantly from the public street. Bicycle parking will also be provided, with a minimum of one (1) space per unit, in accordance with the City's active transportation goals.

The proposed development aims to contribute positively to the neighbourhood by providing context-sensitive, ground-oriented housing with high-quality urban design, reflecting a diversification of residential dwelling types within the broader mixed-use area..

2.2 Proposed Severance

The proposed Consent to Sever applications intend to sever the subject property in a manner which would allow each individual townhouse dwelling unit to be located on a separate lot. By siting each unit on a separate conveyable lot, the proposed configuration will allow each primary dwelling unit to support two (2) SDUs, resulting in six (6) primary dwelling units and 12 SDUs across the entire development, for a total of 18 units.

The proposed development, while represented by six (6) lots, is intended to operate as a single entity for the purposes of parking, maintenance, and overall lot functionality. As described above, the proposed development features a single site access from Lalonde Street, in a similar location and orientation to the existing site access. The driveway provides access to the parking lot located on the interior of the site, featuring 18 parking spaces.

The proposed layout provides for one (1) parking space per primary dwelling unit and one (1) space per SDU. Access rights to the parking lot for residents are to be established through easements on the lands and managed through a Joint Use and Maintenance Agreement (JUMA) between the lot owners. The easements and JUMA will also address site operations, such as waste collection, snow storage, and bike parking.

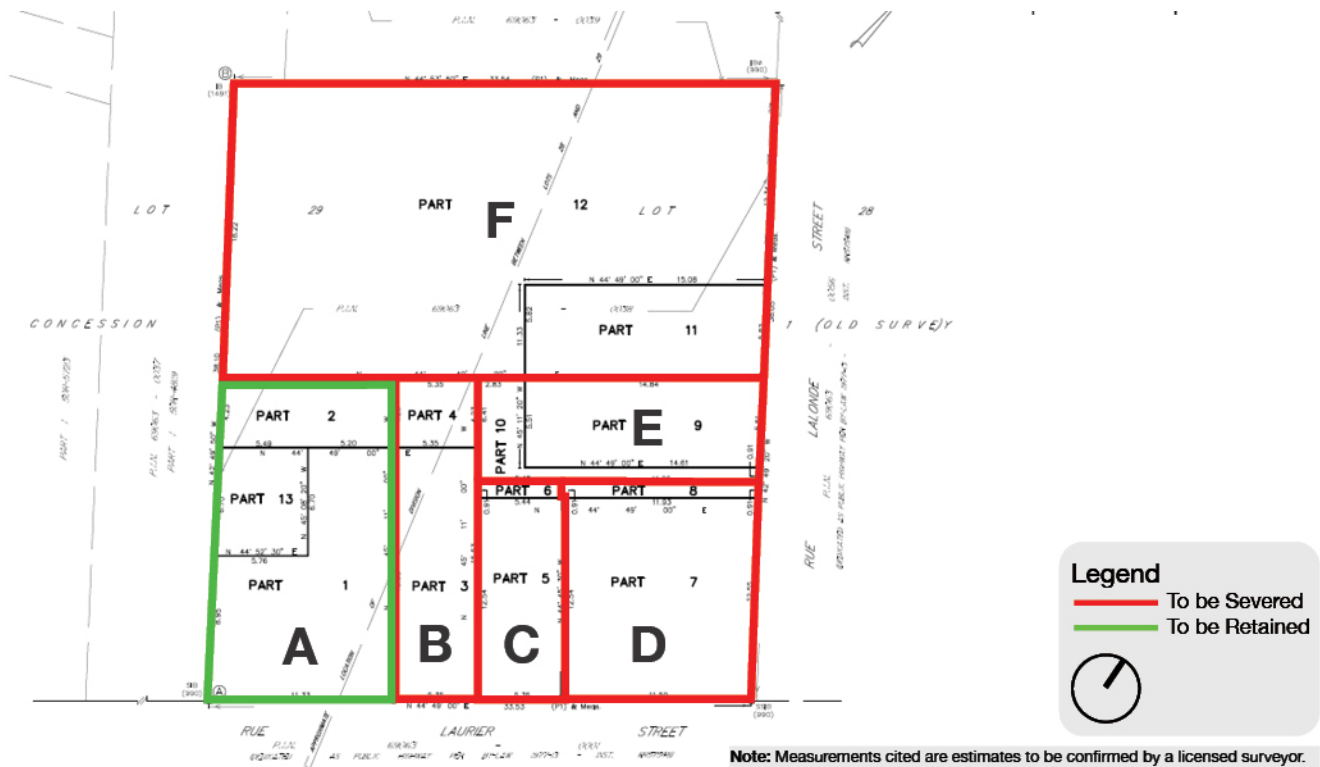


Figure 4: Proposed severance scheme.

2.3 Severance & Easement Details

The details of the proposed Consent application are identified in the table below:

	Lot A (Retained)	Lot B (Severed)	Lot C (Severed)	Lot D (Severed)	Lot E (Severed)	Lot F (Severed)
Parts on Draft Reference Plan	Parts 1,2 & 13	Parts 3 & 4	Parts 5 & 6	Parts 7 & 8	Parts 9 & 10	Parts 11 & 12

The Consent application also seeks to establish reciprocal easements to address site access, parking, stormwater management, as well as other site operational elements between all of the proposed lots. The easements would be established over the proposed parking lot and site access in order to allow for the unencumbered use of the parking spaces associated with each of the proposed dwelling units. Specifically, the proposed easements would grant access to three (3) spaces for each of the proposed lots, with the intention of managing their distribution through the accompanying JUMA. A proposed easement is also intended to be established over Part 13 on the draft Reference Plan in order to grant access to, and usage of, the waste collection and bicycle storage areas.

Reciprocal blanket easements are also proposed to address the shared stormwater management services on the site. These easements will address both the overland flow between the severed and retained parcels, as well as the shared on-site gravity storm sewer line and manhole. Through the blanket easement, as well as a JUMA, this arrangement is anticipated to satisfy the requirements of the City and the Ministry of the Environment, Conservation and Parks (MECP) relating to protecting the site's outlet into the municipal sewers.

Two (2) additional easements are proposed in favour of Lots A and D, separately providing access to the buildings via a path of travel across Lots B and E respectively.

While the Consent Approving Authority's approval is not required to register the easements, they have described below to provide the needed context as it relates to the establishment of the separate parts, shown on the R-Plan, to align with the proposed functionality of the development proposed through the applications.

The proposed easements are described in the table below:

Parts on Draft Reference Plan	Type of Easement	Area (m²)	From	In Favour Of
Part 2 (Specific)	Access & Parking	44.87m ²	Lot A	Lots B, C, D, E & F
Part 4 (Specific)	Access & Parking	22.63m ²	Lot B	Lots A, C, D, E & F
Part 10 (Specific)	Access & Parking	31.41m ²	Lot E	Lots A, B, C, D & F
Part 12 (Specific)	Access & Parking	522.42m ²	Lot F	Lots A, B, C, D & E
Part 13 (Specific)	Garbage and Bicycle Parking	44.87m ²	Lot A	Lots B, C, D, E & F
Part 4 (Specific)	Access	22.63m ²	Lot B	Lot A
Part 10 (Specific)	Access	31.41m ²	Lot E	Lot D
Parts 3, 4, 5, 6, 7, 8, 9, 10, 11 & 12 (Blanket)	SWM Servicing	1,058.57m ²	Lots B, C, D, E & F	Lot A
Parts 1, 2, 5, 6, 7, 8, 9, 10, 11, 12 &	SWM Servicing	1,164.46m ²	Lots A, C, D, E &	Lot B

Parts on Draft Reference Plan	Type of Easement	Area (m ²)	From	In Favour Of
13 (Blanket)			F	
Parts 1, 2, 3, 4, 7, 8, 9, 10, 11, 12 & 13 (Blanket)	SWM Servicing	1,208.05m ²	Lots A, B, D, E & F	Lot C
Parts 1, 2, 3, 4, 5, 6, 9, 10, 11, 12 & 13 (Blanket)	SWM Servicing	1,117.79m ²	Lots A, B, C, E & F	Lot D
Parts 1, 2, 3, 4, 5, 6, 7, 8, 11, 12 & 13 (Blanket)	SWM Servicing	1,163.33m ²	Lots A, B, C, D & F	Lot E
Parts 1, 2, 3, 4, 5, 6, 7, 8, 9, 10 & 13 (Blanket)	SWM Servicing	666.10m ²	Lots A, B, C, D & E	Lot F

3.0 Policy & Regulatory Framework

3.1 Provincial Planning Statement (2024)

The Provincial Planning Statement (PPS) came into effect October 20, 2024, and consolidates the Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) into a more streamlined land-use planning policy for the Province of Ontario. The PPS provides policy direction for housing supply in the province, supporting development and alignment with infrastructure. It also provides policy direction on opportunities for job creation and economic development, increasing the supply of developable land, protections for the environment and natural resources, and protections for communities, resources, and properties from natural and man-made hazards. Decisions affecting planning matters shall be consistent with policy statements issued under the Act.

The following PPS policies are applicable to the proposed development:

2.1.6 Planning authorities should support the achievement of complete communities by:

- a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;
- b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and,
- c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.

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

- b) permitting and facilitating:
 - 1. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and,
 - 2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;
- c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation.

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

2.3.1.2 Land use patterns within settlement areas should be based on densities and a mix of land uses which, among others:

- a) efficiently use land and resources;
- b) optimize existing and planned infrastructure and public service facilities; and,
- c) support active transportation.

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

2.9.1 Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that, among others:

- a) support the achievement of compact, transit-supportive, and complete communities; and,
- e) take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.

3.2.2 Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.

3.6.7 Planning authorities may allow lot creation where there is confirmation of sufficient reserve sewage system capacity and reserve water system capacity.

3.6.8 Planning for stormwater management shall, among others:

- a) be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle; and
- b) Minimize or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads.

The proposed development is consistent with the policies and direction provided by the Provincial Planning Statement (2024) as they relate to the proposed Official Plan Amendment, Zoning By-law Amendment applications as well as the proposed Consents. The applications seek to facilitate the development of six (6) townhouse units, with the intention of providing an additional 12 SDUs, supporting PPS policies encouraging residential intensification and growth within settlement areas. The proposed development of the property represents the redevelopment of an existing municipally-serviced lot, promoting the efficient development of land within the City's urban boundary. The development also contributes to the range of housing options in the community, as well as the mix of land uses in the downtown area. Therefore, the proposed development conforms to the relevant policies of the PPS.

3.2 The Official Plan of the United Counties of Prescott and Russell (2022)

The Official Plan of the United Counties of Prescott and Russell (UCPR) provides the policy framework for land use within its boundaries, including the City of Clarence-Rockland. The following policies of the UCPR Official Plan are applicable to the subject sites and their context:

3.2.1 Residential Intensification

- / Policy 1 of Section 2.1.2.1 - A portion of the Counties' future housing needs shall be provided through residential intensification, which may include, among others:
 - a) Infill development and residential development of vacant land or underutilized land in the Urban Policy Area's delineated built-up areas; or
 - b) Modest intensification in stable residential areas. Stable residential areas are considered to be established areas generally consisting of predominantly low-density housing on local roads within the delineated built-up areas; or
 - c) Redevelopment which includes either the replacement of existing residential uses with compatible new residential developments at a greater density or the replacement of non-residential uses with residential or compatible mixed use development with a residential component.

- / Policy 3 of Section 2.1.2.1 – The local municipality shall consider applications for infill development, intensification and redevelopment of sites based on criteria including, among others:
 - a) The proposed development is consistent with the policies of the Urban Policy Area;
 - b) The proposed development lands are appropriately suited for intensification in the context of the physical environment and is compatible with the surrounding land uses;
 - c) The multimodal transportation system can accommodate the traffic generated of the proposed development;
 - d) The proposed development respects and reinforces the existing character of the streetscapes, parks and open space areas;
 - e) The proposed development provides heights, massing and scale appropriate to the site;
 - f) The proposed development provides adequate privacy, sunlight and views of the sky for existing and new residents;
 - g) The proposed development identifies means to mitigate the effects of intensification on existing residential areas, including consideration of transitional densities, built form, and land uses;
 - h) The proposed development screens loading and service areas;
 - j) The proposed development complies with the appropriate urban design and built form policies of the applicable Official Plans.

- / Policy 4 of Section 2.1.2.1 - The local municipality shall ensure that a proposed development of residential intensification can be satisfactorily integrated with the physical characteristics of residential and commercial areas and proper health and safety standards are maintained. Land use compatibility and urban design assessments may be required as a component of the planning rationale report accompanying development applications where the land is adjacent to non-residential uses.

- / Policy 5 of Section 2.1.2.1 – Small-scale intensification shall be permitted in all Urban Policy Areas, except where infrastructure is inadequate or there are significant physical constraints.

3.2.2 Urban Policy Area

Section 2.3 of the UCPR Official Plan states that the Urban Policy Area designation applies to City, Towns and Villages with populations of 1,000 or more and which have been developed primarily on the basis of municipal water and sewer systems. The Urban Policy Area is intended to absorb a significant part of future growth in the Counties. The subject property is designated Urban Policy Area (Figure 5) and is subject to the policies of the Official Plan, as follows:

- / Policy 1 of Section 2.3.3 – Council’s objectives respecting residential development in the Urban Policy Area include, among others:
 - b) To provide for a range and mix of low, medium and high-density housing types to accommodate an appropriate affordable and market-based range and mix of residential types including single-detached dwellings, semi-detached dwelling units, row housing units, additional residential units, multi-unit housing, affordable housing and housing for older persons;
 - e) To encourage the addition of housing above commercial uses in and near the downtown, in residential transition areas, and in other main commercial areas;
 - g) To manage the rate of growth and the amount of residential development within the urban centre in order to maintain and enhance the small-town character; and,

- h) To encourage residential developments which incorporate innovative and appropriate design principles which contribute to public safety, affordability, energy conservation and that protect, enhance and properly manage the natural environment.
- / Policy 2 of Section 2.3.3 – Directs local Zoning By-laws to zone for residential uses and ensure that permitted non-residential uses are appropriately zoned. The identified residential zones within the Urban Policy Area designation shall provide for the following uses, among others:
- c) Medium density residential uses;
 - d) High Density Uses; and,
 - f) Additional residential units
- / Policy 4 of Section 2.3.3 – Identifies the necessity of providing varied housing within the Urban Polic Area, as follows:
- In order to meet the varied housing requirements of the Counties’ residents and to provide for orderly residential development, it is the policy of this Plan that, subject to the availability of water and waste water services, zoning regulations be designed to provide for a mix of 70% low-density residential development, 20% medium density residential development and 10% high density residential development in the Urban Policy Area.
- / Policy 5 of Section 2.3.3 – Defines the thresholds for the different levels of density anticipated through the Plan, as follows:
- For the purposes of this section, low-density development is defined as up to 35 units per net hectare. Medium density development on full municipal services should not exceed 55 units per net hectare for townhouses or row houses, and 75 units per net hectare for apartments. A net hectare is defined as the net area of the site developed for residential purposes. This term excludes roads, roads right of-way and areas that have been dedicated to the local municipality or another public agency.

3.2.3 Community Core Policies

Section 2.3.4 of the Official Plan establishes policies for areas intended to support core areas within existing communities – generally older neighbourhoods characterized by a main traffic artery and a mix of land uses. The policies seek to facilitate the long-term goals in creating compact, mixed-use, and pedestrian-friendly nodes within Settlement Areas.

- / Policy 2 of section 2.3.4 – Identifies the permitted used within the Community Core areas, as defined by the Local Official Plan, including:
- d) medium and high density residential uses including senior dwellings.
- / Policy 3 of section 2.3.4 – Directs local Councils to regulate the development of Community Core Area designations through the development of municipal zoning by-laws and the application of Site Plan Control. Implementation shall be based on criteria, including:
- a) Permit and zone a range of residential and non-residential uses;
 - b) Permit increased housing density through redevelopment of existing residential and non-residential buildings;
 - c) Permit additional residential units;
 - e) Regulate the physical character of infill or redevelopment projects to ensure their compatibility with the Community Core Area; and

- f) When reviewing applications for redevelopment or infill, consider the impact of the proposed development on the area in terms of parking, traffic, open space, and proposed uses.

3.2.4 Transportation – Active Transportation

Policy 1 of Section 3.3.4 states that lot creation by consent for residential purposes with access to a major collector road will not be permitted. Policy 2 adds that access for new residential subdivisions shall be provided through a local municipal road.

Policy 2 of Section 3.3.12 – notes that new developments will need to be designed to be walkable and bike-friendly by including trails, sidewalks, cycling lanes and/or paved shoulders, where appropriate to integrate with the overall complete transportation system.

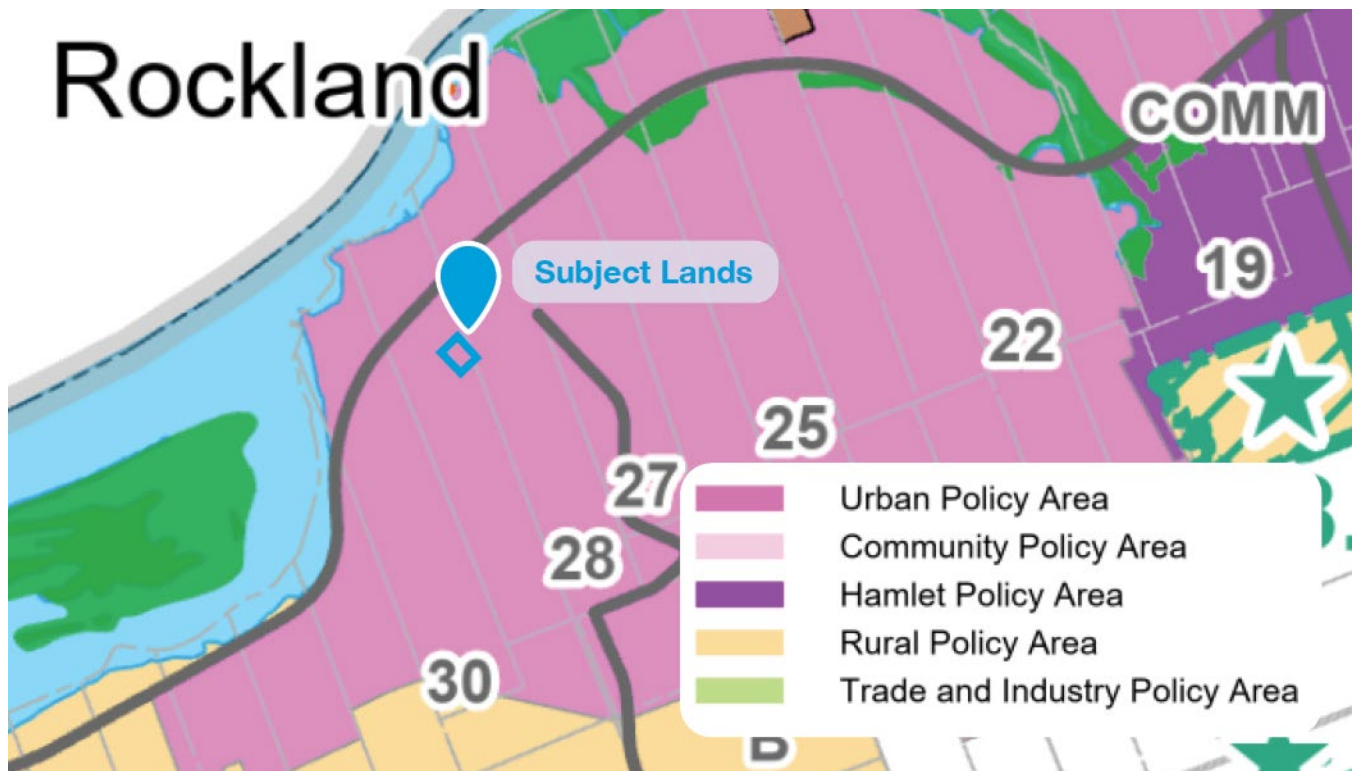


Figure 5: Schedule A2: Land Use Designation

3.2.5 Consents (Section 7.4.2)

Section 7.4.2 of the Official Plan outlines the specific policies relating to Consents within the Counties. The Official Plan outlines that no consent within the City of Clarence-Rockland shall create more than three (3) lots through Consent unless it is located within an Urban Policy Area and the approval authority is satisfied that there is no need to proceed through a subdivision process.

As the subject property is located within an Urban Policy Area and a plan of subdivision process is not necessary to achieve orderly development on the site, the proposed Consent applications satisfy the criteria permitting the creation of greater than three (3) lots. The purpose of the land division is to implement the proposed ownership model, which would allow each townhouse unit to be held in separate ownership within the overall development. The project includes shared facilities and a series of easements and agreements across the lands to facilitate cohesive functioning of the development.

The policies of Section 7.4.2 applicable to the proposed development are as follows:

3. The consent granting authority will ensure that there is sufficient capacity in existing water and waste water services prior to granting a consent to create a new lot on full or partial municipal services;
4. All lots created shall have frontage on a year-round publicly maintained road with at least one side of the lot which physically abuts the public road;
5. The proposed lot shall be compatible with adjacent land uses and shall not result in a traffic hazard as a result of limited sight lines on curves or grades.
13. The consent approval authority will ensure that the development of the proposed and retained lots can occur in The lot being severed and the lot being retained shall conform to the provisions of this Plan and the implementing Zoning By-law.
14. A maximum of one new lot may be created per consent application. A request to stamp the retained lot may be requested at the time of submission of a consent application.
16. In considering a consent, regard shall be had to, among other matters, the criteria of Section 51 (24) of the Planning Act, R.S.O. 1990 with necessary modifications.

The proposed development satisfies the criteria established in Section 7.4.2. In particular, water, sanitary and stormwater services are available to service the development, and each lot will have frontage on a public road. The development is compatible with surrounding land uses and is not anticipated to compromise traffic safety.

The proposed development represents a compatible form of medium-density development within the Clarence-Rockland Urban Policy Area. The proposed Official Plan Amendment continues to conform with the policy direction in the UCPR Official Plan by providing appropriate densities within an existing urban area identified for growth and development.

The proposed zoning relief, sought through the concurrent Zoning By-law Amendment application, seeks to facilitate the development of a compatible built form and density, providing a greater diversity of unit types and tenures within the urban area. The proposed reduction in vehicular parking also recognizes the existing character and residential needs of the area, while reflecting the goals of the Official Plan that encourage sustainable modes of transportation and walkability. The proposed development therefore conforms to the relevant policies of the UCPR Official Plan.

3.3 The Official Plan of the Urban Area of the City of Clarence-Rockland (2021)

The Official Plan of the Urban Area of the City of Clarence-Rockland Official Plan 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 outlines the desired pattern of growth within the City and delineates the desired character evolution of the area through new development, redevelopment, and intensification.

3.3.1 Strategic Direction (Section 2.2)

Section 2.2 outlines the overarching direction guiding the policies found throughout the Plan, establishing key principles guiding the evolution of the City over the life of this Plan. The principles established through Section 2.2 are as follows:

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; and,
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 proposed development continues to reflect the principles described above through the efficient intensification of the subject property, contributing to a diversified housing stock within Clarence-Rockland, supporting the needs of existing and future residents of all ages. The proposal, as it is located within the urban area of Clarence-Rockland, utilizes existing City services in a manner which is not anticipated to place undue pressure on municipal infrastructure beyond what is planned for the area. Therefore, these applications contribute to the City's strategic direction for development on the lands, and will contribute to the evolution towards a healthy and liveable community.

3.3.2 Residential Policies (Sections 2.6 & 4.10)

Section 2.6 of the Official Plan outlines the overarching strategy related to residential growth within the City of Clarence-Rockland. The Plan notes the increased prevalence of row and apartment-style dwellings due to the market demand for more affordable and age-friendly unit styles, capturing a range of residents who may not be able to, or would prefer not to, take up other forms of housing.

The Plan encourages residential growth through intensification and redevelopment, including greater building heights and densities, which encourage a more compact built form. In line with the policies of the UCPR Official Plan, the City of Clarence-Rockland recognizes the desired unit mix for new development, encouraging approximately 10% of new development to take the form of high-density housing (55 to 125 units per net hectare).

The Official Plan further states that areas within and adjacent to the Commercial Core Area designation should host the greatest densities in support of mainstreet businesses along Laurier Street.

Section 4.10 includes policies for housing. Specifically, section 4.10.2 encourages a greater mix of housing types and tenures by:

- / Encouraging a wide range of housing types and forms suitable to meet the housing needs of all current and future residents;
- / Encouraging production of smaller (one- and two-bedroom) units to accommodate the growing number of smaller households; and
- / Promoting a range of housing types suitable to the needs of senior citizens.

Similarly, the policies of Section 4.10.3 supports the development of alternative housing options available to seniors, retirees, and younger cohorts.

3.3.3 Division of Land (Section 4.4)

The following policies apply to the proposed severances on the subject property:

- / 4.4.1(1) All new lots shall have frontage on a public road that is open and maintained year-round by either the Municipality, a Condominium Corporation or co-tenancy agreement.
- / 4.4.1(2) The size and shape of any lot created will be appropriate for the proposed use and conform to the provisions of the Zoning By-law.
- / 4.4.1(3) The division of land must not result in the landlocking of any parcel of land. Development commonly referred to as “keyhole” will not be permitted.
- / 4.4.1(4) Any division of land must respect the separation distances for land uses as set out in the Plan and in the Zoning By-law.
- / 4.4.1(5) Road widening(s) may be requested as a condition of any division of land.
- / 4.4.1(6) The Municipality is entitled to a dedication of land for park purposes as a condition on any division of land. [...]. In the case of residential uses, the land to be dedicated to the Municipality for parkland purposes will represent 5% of the area of the affected land. [...]. Cash-in-lieu of land may be requested by the Municipality in situations where there is a public park in the area that is adequate for existing and future population. Cash-in-lieu may also be requested where the amount of land involved is small and, therefore, unsuitable for park development.
- / 4.4.1(7) In considering applications for division of land, Council will consult with the United Counties of Prescott and Russell, School Boards and any other Boards, Committees or Agencies that must plan for future growth.
- / 4.4.1(8) The cumulative effect of development and the resulting financial implications for the Municipality will be monitored on an ongoing basis. In reviewing applications, Council will consider the following matters:
 - a) the studies required to determine the appropriate water and sewage disposal services;
 - b) the inventory of vacant lots and the demand for new lots;
 - c) the adequacy and availability of services provided by the Municipality; and
 - d) the condition of the roads in the immediate vicinity.

Section 4.4.2 lists additional criteria specific to Consent applications, as follows:

- / 4.4.2(1) The applicant shall provide sufficient information to allow the Municipality to confirm that the severed and retained lots will be provided with full municipal services. The Municipality shall determine if there is sufficient water and sewage treatment capacity to provide appropriate services.
- / 4.4.2(2) Consents will be granted only where full municipal services can be provided at no additional cost to the Municipality. [...]
- / 4.4.2(5) Council may request any appropriate conditions on any application for consent. Such conditions may require an agreement to be registered on the title to the land.

The proposed development conforms with the policies of Section 4.4.1 and 4.4.2 as it relates to the proposed lot dimensions and configuration, as well as the capability of existing municipal services to support the proposed development. The proposed Consent applications propose a lot fabric which reflects the proposed use of the lands and provides an opportunity to facilitate the construction of additional housing units within a context-sensitive built form. The proposed severances, facilitated by the concurrent Official Plan Amendment and Zoning By-law Amendment applications, are intended to establish an appropriate lot fabric that will result in minimal impacts on adjacent properties, while connecting to existing municipal services along the frontage.

The proposed development, and accompanying amendments, reflect the intended establishment of medium-density housing within the Commercial Core area, contributing to the growth strategy highlighted through the Official Plan.

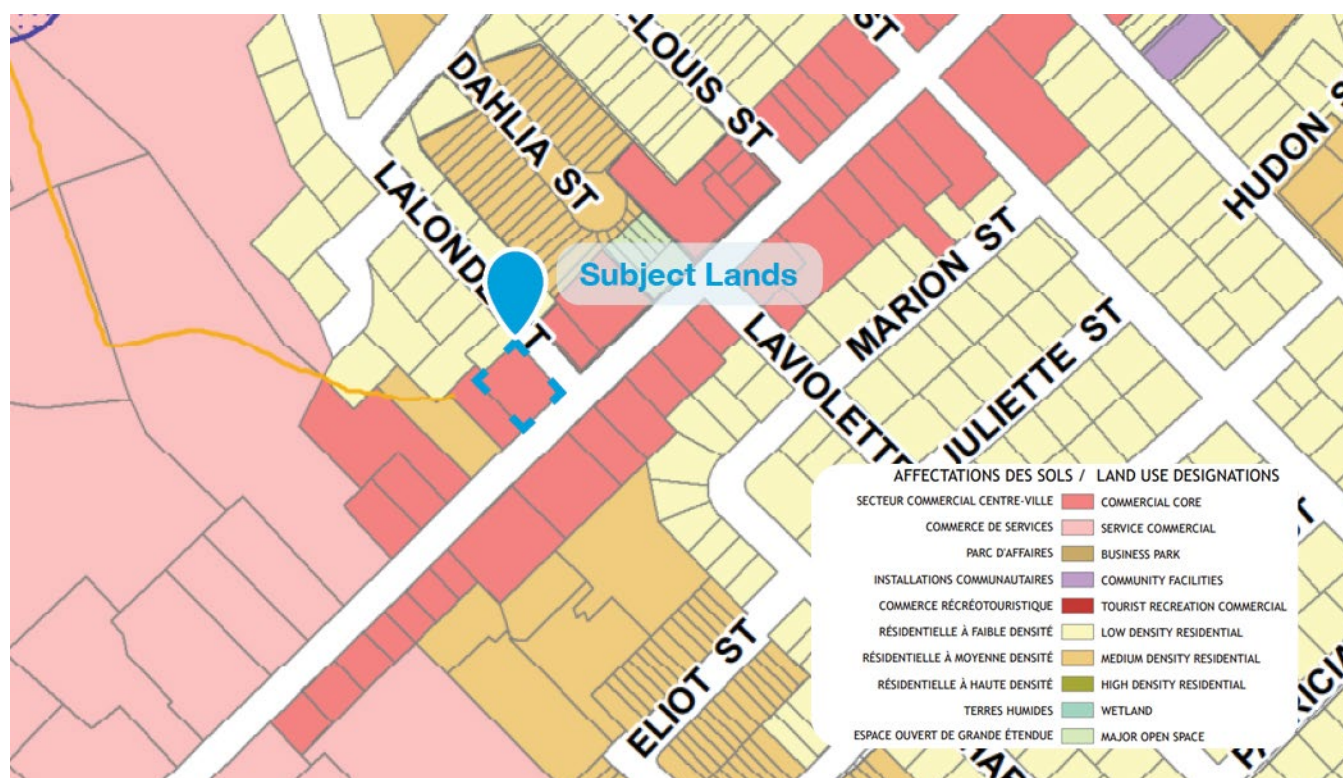


Figure 6: Schedule A: Land Use and Constraints

3.3.4 Commercial Core Area (Section 5.1)

The subject property is designated Commercial Core on Schedule A of the Official Plan (Figure 6). The Commercial Core designation policies envision these lands as a mixed-use environment, serving a variety of commercial and residential functions. This area is intended to host and foster the vibrant, mainstreet character within Rockland, paying particular attention to urban design principles and creating safe, pedestrian-oriented environments.

The applicable policies of Section 5.1 of the Official Plan are:

- / 5.1.1 The Commercial Core designation shall permit a mix of uses including retail, personal and business services, offices, entertainment and recreation, eating establishments, and tourist facilities. In addition to the above, a full range of institutional and community facilities, medium density residential uses in mixed use buildings, and high-density residential uses will also be permitted.
- / 5.1.2(3) Development applications within the Commercial Core Area will be reviewed with particular attention to details that affect the appearance of the street. Items that will be reviewed include such matters as street lighting, street furniture, signage, landscaping, architectural features, and access.
- / 5.1.2(5) The Commercial Core Area has largely been built out and development activity will mostly comprise enlargements, conversions from one use to another and redevelopment. In evaluating applications for rezoning, minor variance or site plan approval in the Commercial Core Area, Council will have regard for the following matters:
 - a) Appropriate buffering to ensure compatibility with neighbouring uses.
 - b) Adequacy of landscaping or other site improvement features.

- c) Parking can be adequately provided or cash-in-lieu of parking will be evaluated.
 - d) Arrangements for convenient and safe pedestrian and cycling access.
 - e) Traffic improvements, such as turning lanes, where required for new development, will be provided by the proponent.
 - f) Sewer and water capacities are adequate for the site.
 - g) Appropriate location for loading and unloading.
 - h) General harmony of buildings in terms of scale and character with the built form in the Commercial Core Area.
- / 5.1.2(6) In order to minimize the disruption of traffic flow within the Core Area and promote better development, small lot rezoning will be discouraged and land assembly for consolidated development will be promoted.
- / 5.1.2(7) The various uses will be identified in appropriate zone categories in the implementing Zoning By-law.
- / 5.1.2(9) Reducing, eliminating or consolidating access points to Laurier Street to provide a human-scaled environment, wide uninterrupted sidewalks, as well as to better foster the movement of traffic.
- / 5.1.2 (11) The visual impact of outdoor storage or parking on adjacent uses and from the street will be minimized through appropriate means.

3.3.5 Parking (Section 7.17)

Section 7.17 highlights the role of parking as an integral element of the transportation network of Clarence-Rockland. Given the existing context and nature of the area, parking continues to be an important factor in the lives of existing and future residents, and therefore should be considered as part of new development proposals. The applicable policies of are as follows:

- / 7.17(1) Access and exit to parking areas shall be located so that:
- a) visibility of other vehicles is not hindered by inadequate sight triangles or buildings set too close to public streets or the internal road system;
 - b) visibility is maintained between vehicles entering/exiting the site and pedestrians along the property frontage in order to minimize conflict between the two modes of travel;
 - c) there is minimal disruption to the function of the adjacent road by providing turning lanes where required;
 - d) where practical, adjoining land uses on arterial, major collector and collector roads shall share access points in order to minimize traffic hazards;
- / 7.17(2) Where possible, parking facilities shall be sited on a property such that large expanses fronting on public streets are avoided;
- / 7.17(3) Parking for persons with disabilities and expecting mothers is provided within oversized parking stalls with ramped sidewalks nearby and is well located in respect to convenience for the user, proximity to the building access points or public sidewalks, and is protected, where possible, from adverse climatic elements;
- / 7.17(4) Illumination of all areas to increase the safe, secure use of parking facilities;
- / 7.17(5) Light spillover or glare from any lighting source onto residential uses and public streets shall be minimized, but not to the detriment of safety concerns;
- / 7.17(7) Parking areas shall be designed to incorporate proper stormwater management, and use permeable surfaces, where feasible (i.e., paving stones, porous asphalt).
- / 7.17(8) Pedestrian circulation routes through parking areas shall respect natural pedestrian travel routes, minimize hazards and inconvenience and maximize pedestrian security.

- / 7.17(9) The design and layout of parking areas shall ensure the safe and efficient operation of the facility.
- / 7.17(10) Parking facilities shall be designed, located and operated in such a manner that maximizes the security of motor vehicles and cycles from theft and vandalism and their users from assault or personal injury. In the case of cycle parking, the design and operation shall minimize the risk of physical damage to the cycle from the parking facilities or from other cycles sharing the facility.

The proposed site access and parking lot represents an efficient and desirable layout and efficient use of the lands given the corner lot context of the subject property. The parking lot at the rear of the site seeks to maintain a positive contribution to the streetscapes along Laurier Street and Lalonde Street, minimizing the impacts on the public realm and adjacent land uses. The location of the site access along Lalonde Street reflects the existing condition on the site, ensuring that no additional private approaches are created through this proposal, particularly along Laurier Street.

3.3.6 Urban Design (Section 10.17)

The Official Plan, through Section 10.17, establishes a series of policies related to urban design. The objective and policies therein seek to ensure new development balances the quality of the built form, the relationship to the public realm, the importance of the natural environment. The specific policies are as follows:

- / 10.17.2(1) Buildings, structures and other design elements that complement existing built form and character are encouraged.
- / 10.17.2(2) Area streetscapes are to be improved over time through appropriate upgrades, such as landscaping, lighting, sidewalks, paving, and public art.
- / 10.17.2(3) Landscaping will be required in:
 - a) the design of all new developments; and,
 - b) existing underdeveloped locations as an effective environmental upgrading technique.

The proposed development, through the overall built form, the site layout, and provision of landscaping in the front and exterior side yards, reflects and conforms to the urban design policies of the Official Plan.

The proposed development represents the establishment of six (6) primary townhouse units and associated SDUs in a single townhouse block within the Commercial Core designation of the urban area. The proposed Official Plan Amendment and Zoning By-law Amendment applications seek to permit the establishment of a townhouse built form, reflecting a medium density residential use without any accompanying commercial uses.

While the Official Plan strictly limits medium density residential uses to those within mixed use buildings, the proposed development results in an approximate density of 47 units per net hectare exclusive of the SDUs, and 141 units per net hectare inclusive of the SDUs. Generally, SDUs are not considered in calculating net densities, but given the nature of the proposed development, it is shown to be appropriate as the site is intended to function in a coordinated manner, reflecting a similar character to that of a high-density apartment building.

The applicable Official Plan policies promote the proposed densities on the subject property, given its location and access to existing municipal servicing and amenities. The site layout and design seek to enhance the character along Laurier Street, while recognizing the planned function of the street, managing site access from Lalonde Street, and providing parking and other operational site elements away from the street.

The proposed amendments, and development as a whole, therefore conform with the relevant policies and direction of the Official Plan.

3.4 City of Clarence-Rockland Zoning By-law (2016-10)

The subject property is zoned Urban Core Area Zone, Exception 3 (CA-3) in the City of Clarence-Rockland Zoning By-law (Figure 7).



Figure 7: Zoning Map

The permitted residential uses in the Urban Core Area zone are as follows:

Residential:

- / Apartment dwelling, low-rise;
- / Apartment dwelling, mid-to-high rise;
- / Dormitory;
- / Long term care facility;
- / Retirement home; and,
- / **Townhouse dwelling units (2).**

3.4.1 Additional Regulations for Permitted Uses

- / (2) Uses subject to footnote (2) are permitted above or at the rear of commercial uses.

The proposed development features Townhouse dwelling units without the requisite commercial uses. As a result, the proposed Zoning By-law Amendment seeks to permit the establishment of Townhouses without the requirement for commercial uses to be located below or in-front of the residential use.

3.4.2 Applicable Zoning Provisions

Table 1 summarizes the applicable Zoning provisions for the subject property and identifies the areas of non-compliance:

Table 1: Zoning Provisions

Zoning Provision	Requirement	Lot A	Lot B	Lot C	Lot D	Lot E	Lot F	Compliance
Minimum Lot Area	0 metres	217.09sq.m	106.25sq.m	72.56sq.m	157.87sq.m	112.33sq.m	609.56sq.m	YES
Minimum Lot Frontage	0 metres	N/A						YES
Minimum Front Yard Setback	5 metres	3 metres	3 metres	3 metres	3 metres	5.07 metres	5.07 metres	NO
Maximum Front Yard Setback	6 metres					5.07 metres	5.07 metres	YES
Minimum Exterior Side Yard Setback	1 metre	N/A	N/A	N/A	5.97 metres	N/A	N/A	YES
Maximum Exterior Side Yard Setback	5 metres				5.97 metres			NO
Minimum Interior Side Yard Setback	0 metres 3 metres (Lot F)	0 metres	0 metres	0 metres	0 metres	0 metres	3 metres	YES
Minimum Rear Yard	0 metres	0 metres	0 metres	0 metres	0 metres	0 metres	0 metres	YES
Maximum Building Height	18 metres	7 metres	7 metres	10 metres	10 metres	10 metres	10 metres	YES
Maximum Floor Space Index	1.5	0.9	1.8	2.9	1.3	1.8	0.3	NO
Minimum Landscape Coverage	10%	31%	14%	20%	62%	28%	16%	YES
Parking Requirement - Dwelling, Townhouse	2 spaces per unit	1 space	1 space	1 space	1 space	1 space	1 space	NO
Parking Requirement - Second Unit	1 space per unit	2 spaces	2 spaces	2 spaces	2 spaces	2 spaces	2 spaces	YES
Accessible Parking Spaces	1 space; 3.4m x 5.6m	1 space; 3.4m x 5.6m						YES
Parking Space Dimensions	2.7 metres x 5.6 metres	2.7 metres x 5.6 metres						YES
Minimum Drive Aisle Width	6 metres	6 metres						YES
Landscape Buffer (North)	1.5 metres	0.71 metres						NO
Landscape Buffer (West)	1 metre	0.31 metres						NO
Minimum Bicycle Parking	No Minimum	18 spaces						YES
Waster Container Separation	1.5 metres	0.6 metres						NO

3.4.3 Maximum Number of Attached Dwelling Units in a Townhouse Dwelling Block (Section 4.25)

The Zoning By-law stipulates that no more than eight (8) dwelling units are permitted in a townhouse block.

In the case of the proposed development, while only six (6) primary townhouse dwellings are proposed, this provision does not specifically exclude, nor consider the implications of SDUs. As a result, in an abundance of caution, this application is seeking relief from this provision of the Zoning By-law in order to permit 18 units in a townhouse dwelling block.

3.4.4 Areas of Zoning Non-Compliance

Table 2: Summary of zoning performance standards for which the proposed development is non-complying.

Zoning Provision	Required	Proposed	Applicable Lots
Minimum Front Yard Setback	5 metres	3 metres	Lots A, B, C & D
Maximum Exterior Side Yard Setback	5 metres	5.97 metres	Lot D
Maximum Floor Space Index	1.5	1.8; 2.9; 1.8	Lots B, C & E
Minimum Parking Requirement – Dwelling, Townhouse	2 spaces per unit	1 space per unit	All Lots
Minimum Landscape Buffer (North)	1.5 metres	0.71 metres	Lot F
Minimum Landscape Buffer (West)	1 metre	0.31 metres	Lot F

Zoning Provision	Required	Proposed	Applicable Lots
Maximum Number of Attached Dwelling Units in a Townhouse Dwelling Block	8 units	Six (6) Primary Units; 12 Second Units	All Lots
Minimum Waste Container Separation	1.5 metres	0.6 metres	Lot A

3.4.5 Location of Required Parking (Section 5.1.4)

Section 5.1.4 stipulates that the required parking in zones other than Residential Zones may be provided within 150 metres of the building it is intended to serve. The provision also stipulates that, should the parking be provided on another lot than the lot of the subject dwelling, it shall be in the same ownership or be leased by a long-term renewable agreement and the parking spaces shall be retained for the duration of the use.

In the case of the proposed development, easements are proposed through the concurrent Consent applications to ensure access to parking spaces for use by all residents of the development, as needed. Should an agreement be required beyond the proposed JUMA and easements, a separate agreement may be prepared as a condition of approval of the proposed Consent applications.

Official Plan Amendment

4.1 Proposed Amendment

The proposed Official Plan Amendment seeks a site-specific exception from the policies of Section 5.1 of the Clarence-Rockland Official Plan, which establishes a range of residential and non-residential uses permitted within the Commercial Core Area. While medium-density residential uses are permitted, they are only permitted within mixed-use buildings.

4.1.1 Density

In the Commercial Core Area designation, the distinction between medium- and high-density residential uses is the requirement for the medium-density residential use to be located within a mixed-use building rather than as a standalone use. Additionally, Section 2.6 of the Official Plan defines residential densities as follows:

- / **Low Density:** Up to 35 units per net hectare;
- / **Medium Density:** 35 to 55 units per net hectare; and,
- / **High Density:** 55 to 125 units per net hectare.

The proposed development features six (6) primary townhouse units alongside 12 SDUs, resulting in a total of 18 dwelling units across the entire development. Generally, SDUs are not considered in density calculations, given their status as accessory uses secondary to the primary dwelling. The Official Plan was prepared and approved prior to the Province enacting legislation permitting up to three (3) units per serviced lot within settlement areas. As a consequence of the legislative change, SDUs are more frequently considered at the outset of a project, rather than as an addition after construction of the primary unit.

Exclusive of SDUs, the proposed development features a residential density of 47 units per net hectare, approaching the upper threshold of medium-density residential uses, whereas if the proposed SDUs are included, the proposed density is approximately 141 units per hectare – representing the greatest densities capable of being achieved through the provision of SDUs, as granted through the *Planning Act*. In the case of the proposed development, regardless of the built form in which the units are enclosed, the units and the development as a whole is intended to operate as a single facility with shared parking, in a similar manner to that of an apartment. As such, it is appropriate in this case to consider SDUs when determining an appropriate density on the site.

While the proposed densities on the lands, including the SDUs, exceed the range for high-density development, the proposed site-specific amendment would not result in a density in excess of the Official Plan policies, as the SDUs are not formally considered, resulting in a permission of 47 units per net hectare. It is also worth noting that the Commercial Core Area policies anticipate and support high-density residential uses.

Notably, the implementing Zoning By-law controls density using Floor Space Index (FSI). In the case of the zoning on the subject property, a maximum FSI of 1.5 is permitted, and the proposed development, if evaluated as a comprehensive development strategy, presents an FSI of approximately 0.96, reflecting a density below what could be achieved using other forms of high-density building forms. The proposed density therefore continues to be appropriate and reflective of the directions of the Official Plan and implementing Zoning By-law.

The proposed densities therefore align with the general policy direction of the Official Plan, as well as its goals and objectives.

4.1.2 Site-Specific Amendment

The proposed Official Plan Amendment seeks to allow for a built form (Townhouse), typically characterized as medium density, to be permitted on the subject property without requiring accompanying commercial uses at grade. The policies of the Official Plan generally intend for the Commercial Core Area designation to accommodate increased densities in support of on-site or nearby commercial uses, per Section 2.6. In cases where medium-density residential uses are proposed,

commercial uses are required in order to ensure the mixed-use character is maintained through the provision of retail or commercial uses. In cases where high-density residential uses are proposed, it is envisioned that the greater densities will have a much greater ability to support the surrounding commercial uses without the need to integrate them on-site.

In an effort to present a context-sensitive approach to intensification along Laurier Street, the choice of built form and functional qualities of the development help to ensure that impacts on the neighbouring properties are mitigated while also ensuring that adequate densities are provided on the lands. The proposed development seeks to recognize the role of this form of development in meeting the goals of the Official Plan policies, including by providing increased densities in support of the surrounding mixed-use corridor along Laurier Street within a compatible built form which does not typically represent a high-density residential use.

The proposed Official Plan Amendment continues to reflect the intention of the Official Plan policy direction through the provision of context-sensitive intensification at a scale which aligns with the goals of the Commercial Core Area designation and the City's residential growth management strategy.

4.2 Amendment Details

The proposed Official Plan Amendment seeks to establish the following site-specific policy as it relates to the proposed development:

Section 5.1.2(X)

Notwithstanding the permitted uses listed in Section 5.1.1, medium-density townhouse dwellings may be developed on the property known municipally as 2564 Laurier Street with a minimum density of 47 units per hectare and a minimum of two (2) Secondary Dwelling Units per Townhouse dwelling unit. Policies associated with commercial development shall not apply.

5.0 Zoning By-law Amendment

5.1 Overview

The proposed Zoning By-law Amendment seeks to facilitate the development of a townhouse block on the subject property, featuring six (6) primary townhouse units and 12 SDUs. The proposed Zoning By-law Amendment, in conjunction with the Official Plan Amendment and Consent applications, intends to implement a site-specific exception to the Zoning By-law in order to permit the development of Townhouse dwellings on the lands without requiring the establishment of commercial uses below or in-front of the dwelling units. The proposed amendment similarly seeks zoning relief from the following provisions:

Zoning Provision	Required	Proposed
Minimum Front Yard Setback	5 metres	3 metres
Maximum Exterior Side Yard Setback	5 metres	5.97 metres
Maximum Floor Space Index	1.5	1.8; 2.9; 1.8
Minimum Parking Requirement – Dwelling, Townhouse	2 spaces per unit	1 space per unit
Minimum Landscape Buffer (North)	1.5 metres	0.71 metres
Minimum Landscape Buffer (East)	1 metre	0.31 metres
Maximum Number of Attached Dwelling Units in a Townhouse Dwelling Block	8 units	Six (6) Primary Units; 12 Secondary Dwelling Units
Minimum Waste Container Separation	1.5 metres	0.6 metres

5.2 Site-Specific Exceptions

5.2.1 Standalone Townhouse Dwelling Units

The City of Clarence-Rockland Official Plan establishes a policy framework that supports a diverse range of innovative and compatible housing forms within the Urban Area. The Plan emphasizes the importance of intensification, compact development, and the provision of varied unit types to meet evolving demographic and affordability needs. A target of 15% of new residential growth through intensification underscores the City's commitment to accommodating new residents within existing serviced areas, particularly in locations with access to walkable environments.

The subject property, situated along Laurier Street at the western edge of the Commercial Core Area, represents an appropriate location for compact, ground-oriented infill development that contributes to these policy objectives. The area is envisioned as a pedestrian-oriented, mixed-use corridor where higher densities and strong urban design principles are encouraged. The Official Plan's Commercial Core designation reinforces this direction by promoting walkability, an active streetscape, and site layouts that direct buildings toward the street while locating parking and service elements at the rear or in consolidated areas.

In conjunction with the proposed Official Plan Amendment, the proposed Zoning By-law Amendment seeks to permit Townhouse dwelling units as a standalone use, outside of a mixed-use building. The intent of the provision requiring commercial uses within medium-density residential use buildings is to ensure the continuation of the high-density, mixed-use character along Laurier Street through both residential and commercial uses. As established in Official Plan policies, the CA zone also permits high-density residential uses, which effectively ensure adequate densities are provided to support the surrounding commercial and community uses.

The proposed development, which features six (6) primary townhouse dwelling units and 12 SDUs, reflects a high-density residential use, based on the calculated densities, as opposed to a medium-density residential use, typical of standard townhouse built forms. The proposed amendment to the Zoning By-law seeks to recognize the proposed densities on the site, outside of the proposed built form, as it continues to align with the general intent and purpose of the Zoning By-law in achieving the planned and desired densities on the site. The proposed built form, while providing a density which is compatible with the Official Plan targets along Laurier Street in this location, also ensures compatibility through a form and function which reflects the priorities of the mixed-use corridor as well as the adjacent low-rise neighbourhood context.

The proposed use on the subject property seeks to recognize the atypical densities achieved within a townhouse built form, reflecting that of a higher-density apartment building, which is permitted as-of-right on the lands. The permission sought through this application seeks to recognize the proposed built form in the context of the proposed densities, achieved in part through the inclusion of SDUs. The proposed development is shown to align with the priorities of the Official Plan, and specifically those of the Commercial Core Area designation, which encourages a range of residential densities.

5.2.2 Front Yard and Exterior Side Yard Setbacks

The proposed development introduces a built form that actively frames both Laurier and Lalonde Streets, establishing a strong and cohesive street edge, consistent with the planned evolution of Laurier Street as a mixed-use, pedestrian-focused corridor. The reduction in the front yard setback enhances the pedestrian environment by positioning the residential units closer to the street, providing active frontages, natural surveillance, and a more human-scaled public realm. The modest front yard setback also facilitates a landscaped front yard between the street wall and the existing sidewalk along Laurier Street. The proposed reduction in the setbacks contributes to a further alignment with the urban design objectives of Section 10.17 of the Official Plan.

The front yard setbacks as proposed also allow for the site to accommodate the unique unit composition, while providing a consolidated parking area in the rear, capable of accommodating the needs of all of the units. The consolidated parking at the rear represents an efficient use of the lands, allowing for the intensification of the subject property with higher-density residential uses without compromising site design characteristics. The orientation of the development therefore allows for the 'back-of-house' elements of the site to be distanced from the street frontages, allowing for a desirable and safe interface with the public realm.

The proposed development also introduces an increased exterior side yard setback. Alongside the required minimum setback requirement, the Zoning By-law seeks to ensure a consistent street edge is created along Lalonde Street, as well as Laurier Street. The increased exterior side yard setback results from the mandatory separation requirements imposed by the existing hydro infrastructure at the south-east corner of the site. As the subject property is a corner lot, the effects on the rhythm of the streetscape are minimized, as the building alignment presents a visual "gateway" or vista looking towards Lalonde Street.

Through the modest building heights, as well as the landscaping proposed along the street frontages, the intended purpose of the front and exterior yards are maintained, while allowing for the evolution of a streetscape environment in which pedestrian safety and ground-oriented visibility are prioritized.

5.2.3 Floor Space Index

The proposed Floor Space Index (FSI) on Lots B, C, and E, while exceeding the 1.5 maximum, must be understood within the context of the overall development. The overall development achieves a total FSI of approximately 0.9, representing a density well below the threshold permitted by the Zoning By-law. The apparent increase results from the proposed lot configuration, rather than any significant increase in massing or density beyond the Zoning By-law requirements. The proposed development therefore does not represent an unqualified increase in densities beyond what the Zoning By-law anticipates for this site when evaluated in the context of the overall development strategy on the lands.

The relief related to the proposed increased FSI seeks to facilitate the flexible ownership structure of the project, through allowing for the acquisition of separate lots without compromising the operational integrity of the development. The proposed relief therefore contributes to the efficient use of the lands for the purposes of creating a cohesive, and flexible residential development project, delivering a unique variety of unit types and tenures without compromising the anticipated densities on the site.

5.2.4 Minimum Parking Requirement

The proposed reduction in the parking requirements for this project reflects the type and tenure of the proposed units, including both the primary and secondary units. While townhouses are required to provide two (2) parking spaces per unit, the inclusion of SDUs introduces a configuration more akin to apartment dwellings. Given the proximity of the site to Laurier Street's commercial core, the walkability of the surrounding area, and vehicle ownership trends, it is reasonable to assume that not all units will require two (2) personal vehicles. The development represents an opportunity to broaden the types of units available in the area to those whose needs may be met with the amenities provided as part of this project.

The Zoning By-law establishes a minimum parking requirement for mid-high rise apartment dwellings of 1 space per unit where the units are smaller than 75m². While the proposed development does not technically meet the definition of an apartment dwelling, the provisions reflect the fact that smaller units may be supported by only one (1) parking space. On this basis, the operational requirements for the units can be reduced without resulting in impacts on the surrounding area. Additionally, given the provision of bicycle parking to each of the proposed units, alternative transportation modes will complement a lower rate of car ownership.

While visitor parking is not provided on-site, it is understood that temporary parking can be managed through the existing on-street parking in the surrounding area. Alongside the provided bicycle parking, both sets of temporary parking and transportation demand measures seek to ensure that the proposed relief allows for the viable operation and functionality of the development.

The reduction in provided parking intends to contemplate the needs of future residents, acknowledging the necessity of car ownership in the context of Clarence-Rockland, while also recognizing the needs of those seeking to leverage other forms of transportation in their lifestyles. In proposing a reduction in the parking allowance per unit, the proposed development can more efficiently deliver dwelling units without the requiring additional surface parking, or cost-prohibitive underground parking. This comprehensive vision for the site can therefore more effectively deliver the densities anticipated for the site, recognizing the locational characteristics of the property and the proximity of existing resources and community services.

5.2.5 Landscape Buffers

The proposed landscape buffers along the exterior of the site represent a similar interface than what could otherwise be provided as-of-right. The proposed landscape buffers feature a hedge along the northerly lot line as well as a 1.8-metre-high fence along the westerly lot line. Both boundary features respond to their respective interfaces appropriately: the hedge presenting a more contextual barrier along a residential interface, with the 1.8-metre fence presenting a stark barrier between the proposed residential uses and the adjacent commercial use. While the Zoning By-law requires the establishment of a fence or hedge along any required landscape buffer less than 3 metres wide, the width of the buffer does not inherently allow for a more effective barrier between the properties. It can therefore be shown that the reduced landscape buffer widths do not detract from the ability to mitigate the anticipated impacts than would otherwise be mitigated by an additional 0.79 metres of width.

The site orientation and layout seek to maximize the utility of the buildable area on the property, ensure the built form is street-oriented, and minimize the visual impact of surface parking from the street. Ensuring that these characteristics can be achieved as part of this development has involved the reallocation of space from the standards established as-of-right through the Zoning By-law. While horizontal space originally envisioned as part of the landscape buffer has been reduced,

the more prominent vertical screening elements have been maintained as part of the proposal, achieving the desired visual separation without any additional horizontal land allocations. Through the proposed development, the efficient usage of the lands can be achieved without compromising on vehicle accessibility, public views of the development, or privacy from the neighbouring properties to the north and west.

5.2.6 Number of Attached Townhouse Units

The proposed relief related to the maximum number of townhouse units within a townhouse block has been proposed in an abundance of caution. While it is understood that only six (6) primary townhouse dwellings are proposed through this application, the implications of this zoning provision as it relates to SDUs is unclear. The addition of SDUs does not alter the physical scale of the block or the number of attached units through conventional calculations, and through Planning Act permissions for SDUs, the proposed development is not anticipated to result in any undue impacts beyond those anticipated as-of-right.

The establishment of a block of townhouses containing six (6) primary units, alongside 12 SDUs represents an innovative building form and unit typology mix within the existing urban area of Clarence-Rockland. While the Planning Act secures the legal rights to establish SDUs within each of the freehold townhouse buildings, the proposed relief seeks to further legalize the arrangement and ensure that the proposed establishment and operation of the project can proceed as envisioned.

5.2.7 Setback of Waste Container

The proposed development features a 0.6-metre setback of the waste container from the interior lot line to the west, whereas the Zoning By-law requires a minimum setback of 1.5 metres. The orientation and design of the waste container enclosure feature several mitigating elements aimed at ensuring undue impacts on adjacent properties and the public realm are reduced or avoided altogether.

The siting of the garbage storage was largely driven by a desire to avoid a negative relationship between the abutting land uses, particularly the residential dwelling to the north. In establishing the internalized lot functions, such as parking and waste collection, it was necessary to ensure that the relationship between the proposed functions and their relationship to the abutting properties were considered and prioritized. Given the existing commercial character to the west of the property, the garbage enclosure is appropriately sited in order to avoid a negative interface with the residential dwelling to the north, without affecting the efficient development of the site.

Additionally, through the establishment of a 1.8-metre fence along the western property line and to the south of the enclosure, the enclosure's visual impact is further mitigated, allowing for the enclosure to remain as an internalized operational element of the property, rather than as a prominent visual feature on the site.

5.3 Proposed Amendment

The following is a summary of the proposed zoning exceptions applicable to the subject property:

Notwithstanding the provisions of this By-law to the contrary, the lands zoned CA-[X] shall be used in accordance with the following provisions:

- i. Additional permitted use(s): Townhouse dwelling units.
- ii. Minimum Front Yard Setback: 3 metres.
- iii. Maximum Exterior Side Yard Setback: 5.97 metres.
- iv. Maximum Floor Space Index: 2.9.
- v. Minimum Parking Requirement – Dwelling, Townhouse: 1 space per unit.

- vi. Minimum Landscape Buffer (North): 0.71 metres
- vii. Minimum Landscape Buffer (West): 0.31 metres.
- viii. Maximum Number of Attached Dwelling Units in a Townhouse Dwelling Block: 6 primary units (12 SDUs)
- ix. Minimum Waste Container Separation: 0.6 metres

Conclusion

In our professional opinion, the proposed Official Plan Amendment and Zoning By-law Amendment applications constitute good planning and are in the public interest for the following reasons:

- / The proposed development is consistent with the policies of the Provincial Planning Statement (2024);
- / The proposed development conforms with the general direction and applicable policies of the United Counties of Prescott-Russell Official Plan;
- / The proposed development aligns with the general policy direction in the City of Clarence-Rockland Official Plan, including policies for appropriate densities on the subject property and built form, as well as the policies of the Commercial Core Area; and,
- / The proposed Zoning By-law Amendment is supported by the applicable policies of the Official Plan and the proposed Official Plan Amendment, facilitating the establishment of a context-sensitive approach to intensification, maintaining the general intent of both the City of Clarence-Rockland Official Plan and Zoning By-law.

Please contact the undersigned at saunders@fotenn.com with any questions or requests for additional material.

Sincerely,



Evan Saunders, RPP MCIP
Planner