

Planning Rationale

Catherine Street development project

The Land described as Block 11 on the Registered Plan 50M-247 in the City of Rockland located between the County Road 17 and Catherine Street, spans an area of 17946.00 square meters and is zoned R3-56 as per Zoning by-law n° 2016-10. It falls within the Service Commercial district as per the Official Plan of the City of Clarence-Rockland.

The proposed project involves the construction of 7 stacked townhouses, reaching 2.5 storeys. The configuration includes 7 blocks with 14 units each, totaling 98 residential units. Pursuant to OPA No. 25, high-density and high-profile residential uses are permitted within this district. Additionally, zoning R3-56 explicitly allows for the development of stacked townhouses on this property.

	Required per Zoning by-law n° 2016-10	Proposed	Compliance
Minimum lot area	140.0 m ² per dwelling unit	183.1 m ² per dwelling unit	Yes
Minimum lot frontage	24.0 m	15.0 m + 13.05 m	Yes
Minimum front yard	6.0 m	6.0 m	Yes
Minimum exterior side yard	3.5 m	N/A	
Minimum interior side yard	3.0 m	6.0 m	Yes
Minimum separation distance between buildings containing dwelling units	4.0 m	5.0 m	Yes
Minimum rear yard	6.0 m	7.5 m	Yes
Maximum number of storeys	3	2 with semi-basement	Yes
Maximum building height	14.5 m	8.43m	Yes
Minimum landscaping coverage	30%	48.25%	Yes
Parking ratio	1.5/ unit 147	1.39/ unit 137	No



Parking ratio for visitors (0.25 of the total amount)	25% 37	11% 15	No
Bicycle Parking	30	30	Yes

The table above illustrates that the development adheres to the requirements outlined in the R3 zone of Zoning By-law No. 2016-10. However, it deviates from the parking provisions specified in Section 5.2.1.

A minor variance permission is required to allow a reduction of the parking ratio from 1.5 parking space per unit to 1.39 parking space per unit and 11% of visitors parking instead of the required 25% of parking spaces for visitors.

This reduction of parking spaces is minor since most of the units are 1-bedroom units and since there will still be at least 1 parking space per unit. Our proposal remains in alignment with the overarching objectives of the Official Plan and Zoning By-law. By facilitating the development of stacked townhouses in a location proximate to essential services and residential areas, we contribute to the community's vision while accommodating the needs of future residents.

The purpose of the application is also to permit a reduction in the required setback for the waste container enclosure from County Road 17, located to the south of the site. While the current requirement mandates 7.5 m, we are requesting a reduction to 4.9 m. This adjustment allows for additional on-site space, which has been utilized to increase the number of parking spaces and improve the proposed parking ratio. The garbage enclosure will be screened from County Road 17. Furthermore, these variances enable us to optimize the site's density, allowing for the construction of a greater number of units while respecting the maximum permitted density. Our proposed density is 183.1 m² per dwelling unit while the maximum permitted density is 140.0 m² per dwelling unit, demonstrating our commitment to efficient land use while providing sufficient parking spaces to the residents.

Partial conveyance has been completed for the expansion of County Road 17, while the remaining land falling within the necessary 25-meter setback from the centerline of County Road 17 will be transferred to the United Counties of Prescott and Russell.

A designated floodplain area has been identified in the southwestern section of the property, and it has been determined that no development will be undertaken in this specific zone. As part of the Site Plan Control application, comprehensive reports including an environmental impact assessment will be submitted. Additionally, a traffic impact assessment will accompany the application to ensure comprehensive planning and consideration of road usage and safety measures.

Four tests for minor variance permission

1. Is the variance minor?

Yes, the variance is only concerning parking ratio and s, it does not change the uses or the density permitted by the current Zoning by-law.

2. Is the variance desirable for the appropriate development or use of the property?

Yes, this development is permitted under the current Zoning by-law. The density requirements are respected as well as the height requirements and other mandatory requirements. The proposed development is maximizing the land while complying with the permitted uses.

3. Is the general intent and purpose of the Zoning By-law is maintained?

Yes, residential development of medium density is permitted on this property. The development is an infill development, and the land is already serviced by municipal infrastructure.

4. Is the general intent and purpose of the Official Plan maintained?

Yes, the project is located on a property in the urban area and the land is already serviced. The density of the project is complying with the Official plan Designation "Service commercial". This infill development will provide dwelling units near municipal and regional infrastructure and near commercial areas.



Céleste Cordonnier, Project Coordinator in Planning and Development