



Prepared for KLB Investments

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July 2024

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1.0 Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by KLB Investing (the “Owner”) to prepare this Planning Rationale in support of a Zoning By-law Amendment application for the site at 632-634-636 Laurier Street, legally described as Part Of Lots E And F And Part Of Lot 23, Concession 1 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

632-634-636 Laurier Street is subject to specific exceptions within the Official Plan and Zoning By-law, where residential uses, such as triplex dwellings, row house dwellings, and apartment dwellings, are permitted alongside the General Commercial (CG) uses permitted by the base zoning.

1.2 Purpose of the Application

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

- / To permit a reduced landscape buffer between a driveway/parking area and interior side lot line of 1.5 m, whereas 1.0 m is required in the Zoning By-law;
- / To permit a reduced communal amenity area of 55.7 m², whereas 60 m² is required in the Zoning By-law;
- / To permit a reduced total number of parking spaces of 22 spaces, whereas 26 spaces are required in the Zoning By-law for resident and visitor parking;
- / To reduce the minimum lot area for 20 units in a low-rise apartment in the R3 zone to 2,256 m², whereas the Zoning By-law requires a minimum lot area of 2,800 m², being 140m² per unit.

Subject Site and Surrounding Context



Figure 1: Subject site and surrounding context

2.1 Subject Site

The subject site, a 2,256 m² parcel legally described as Part Of Lots E And F And Part Of Lot 23, Concession 1, Geographic Township Of Clarence In The City Of Clarence-Rockland, County of Russell, is on the north side of Laurier Street in the city of Clarence-Rockland. There is currently a mixed-use building on the site, consisting of two (2) storefronts and a residential dwelling on the upper floor.



Figure 2: Streetview image of the subject site (July 2023).

2.2 Surrounding Context

The subject site is located in the east end of the urban area of Clarence-Rockland. Laurier Street is identified as major collector road on Schedule B1 of the Official Plan, and serves as the city's commercial Main Street approximately 850 metres west of the subject site. The area is characterized by low-density residential land uses, with some small service-based businesses interspersed along Laurier Street and community facilities throughout the residential blocks.



Figure 3: Aerial context.

The following identifies the land uses that surround the site:

North: The lands directly to the north of the subject property consist primarily of single-detached homes in a low-density residential neighbourhood. Further north of the residential area is Highway 17 and the Clarence-Rockland Industrial Park.

West: To the west of the site, along and adjacent to Laurier Street, lie a mix of established low-medium density residential uses with limited commercial and community uses interspersed. Simoneau Street, approximately 850 m from the site, marks the edge of the Commercial Core Area, marked by increased density of commercial uses and parking lots. Schools and recreational facilities can be found within the residential neighbourhoods off Laurier Street. Beyond this is a Service Commercial Area consisting of larger lots for strip malls, car dealerships, and big box stores reaching to the low density residential and big box stores near Poupart Road at the east end of the city.

South: Across Laurier Street from the subject site is a restaurant and a number of single-detached homes which back onto Dutrisac Park. Caron Street, a major collector road continues south through expanding low-density residential subdivisions before exiting to rural and agricultural lands outside of the urban boundary.

East: Laurier Street continues east of the site until it joins with Highway 17 approximately 800m away. Along this stretch, land uses are low density and residential in nature. South of the Laurier Street – Highway 17 intersection is the Rockland Golf Club.

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 Laurier Street, a major collector road lined with sidewalks and street parking. The property is approximately 850 metres from the Commercial Core Area and Main Street located along Laurier Street.



Figure 4: Subject site and road network (Schedule B, Official Plan)

Two (2) transit routes, operated by Leduc Bus Lines in conjunction with OCTranspo, offered weekday commuter access to the City of Ottawa prior to service cuts as a result of the COVID-19 pandemic's impact on ridership. Routes 530 and 535 made several stops within Clarence-Rockland, the former of which included a stop within 100 m of the site. Demand is currently being monitored to determine the future of the service. 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 location on a major collector road, and 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.

3.0 Proposed Development

KLB Investments is proposing to develop the subject site with a three (3) storey residential apartment building comprising 20 total units – 6 studio, 9 one-bedroom plus den, and 5 two-bedroom. Each unit will have a private 7.8 m² balcony and a 55.7 m² communal amenity area in the form of a gym is provided, for a total of 211.7 m². There are 22 vehicle parking spaces (including 2 visitor spaces, 2 accessible spaces, and 5 spaces for compact cars), as well as 3 motorcycle parking spaces, and 10 bicycle parking spaces.

The ground floor consists of six residential units, as well as the shared gym, garbage room, and lobby within 562.8 m² gross floor area. The two elevator-accessible upper levels include 7 units each, as well as a storage room within 557.5 m² gross floor area.



Figure 5: Proposed Site Plan.

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 a mix of residential apartments within an existing neighbourhood, promoting intensification within an established urban area.

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 an established settlement area with existing servicing and infrastructure, for which no issues have been identified in the supporting Functional Servicing Study.

- 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 these 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 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.

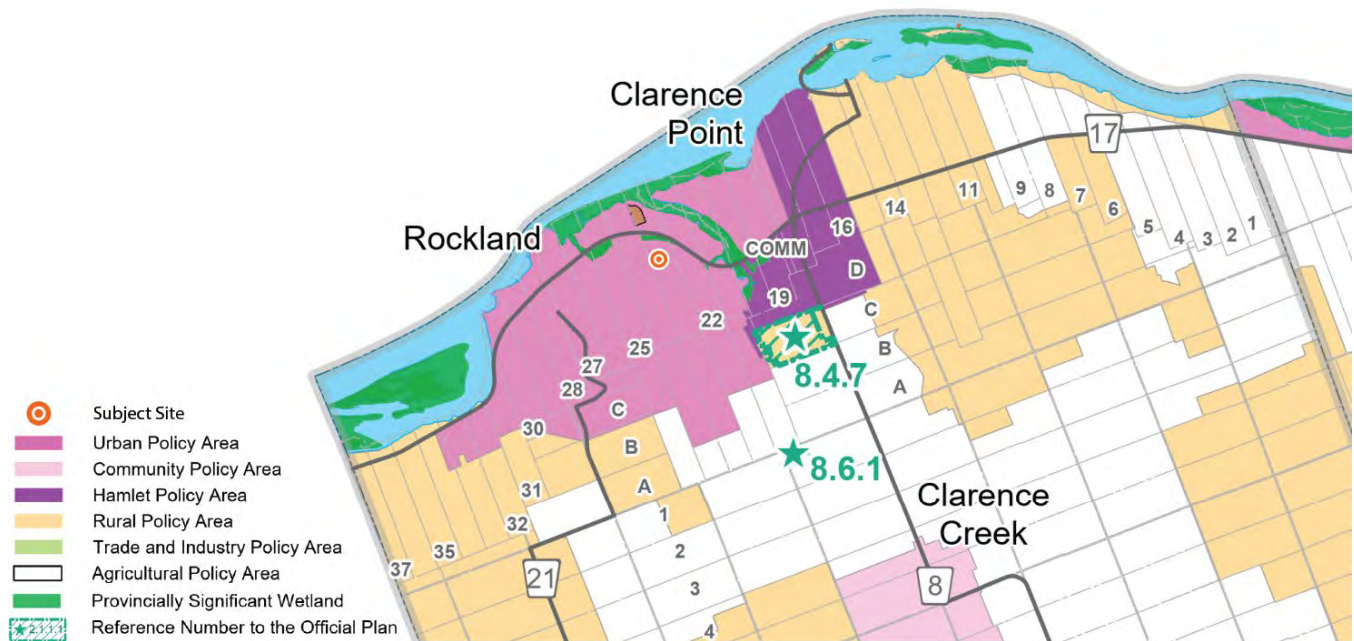


Figure 6: Schedule A2 - Land Use Designation

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 main policies applicable to new development in the Urban Policy Area can be found in Section 2.3 of the Official Plan. 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 support diverse, mixed-use communities in and near downtown.

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

Policy 2.3.3 specifically outlines the policies for new residential development in the Official Plan. The 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. Diversity is supported by a mix of densities and housing types attaining varying levels of affordability.

Policy 2.3.3(1)(b) states that Council's objectives will provide for a range and mix of low, medium and high-density housing types. Policy 4 of this same section notes that 10% of new residential development will be high-density residential development in the Urban Policy Area, being 75 units per net hectare or more.

Policy 7 of this same section states that local councils, through zoning by-laws and other tools, shall permit increased density through redevelopment of existing residential and non-residential buildings (g), where there is sufficient reserve capacity in water and wastewater facilities (j). Further, under (l), applications for infill shall consider the impact of the proposed development on the neighbourhood in terms of parking, traffic, open space, and proposed uses.

The proposed development conforms to the United Counties of Prescott and Russel Official Plan by providing residential intensification and diversity within the Urban Policy Area, to help create a complete community and utilize existing services and infrastructure. The proposed development has a density of approximately 80 units per net hectare, contributing to the 10% target identified in the Official Plan. The proposed development is low-rise and has been designed to sensitively integrate into the existing community, and proposes sufficient parking for the orderly use of the residential development.

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.

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

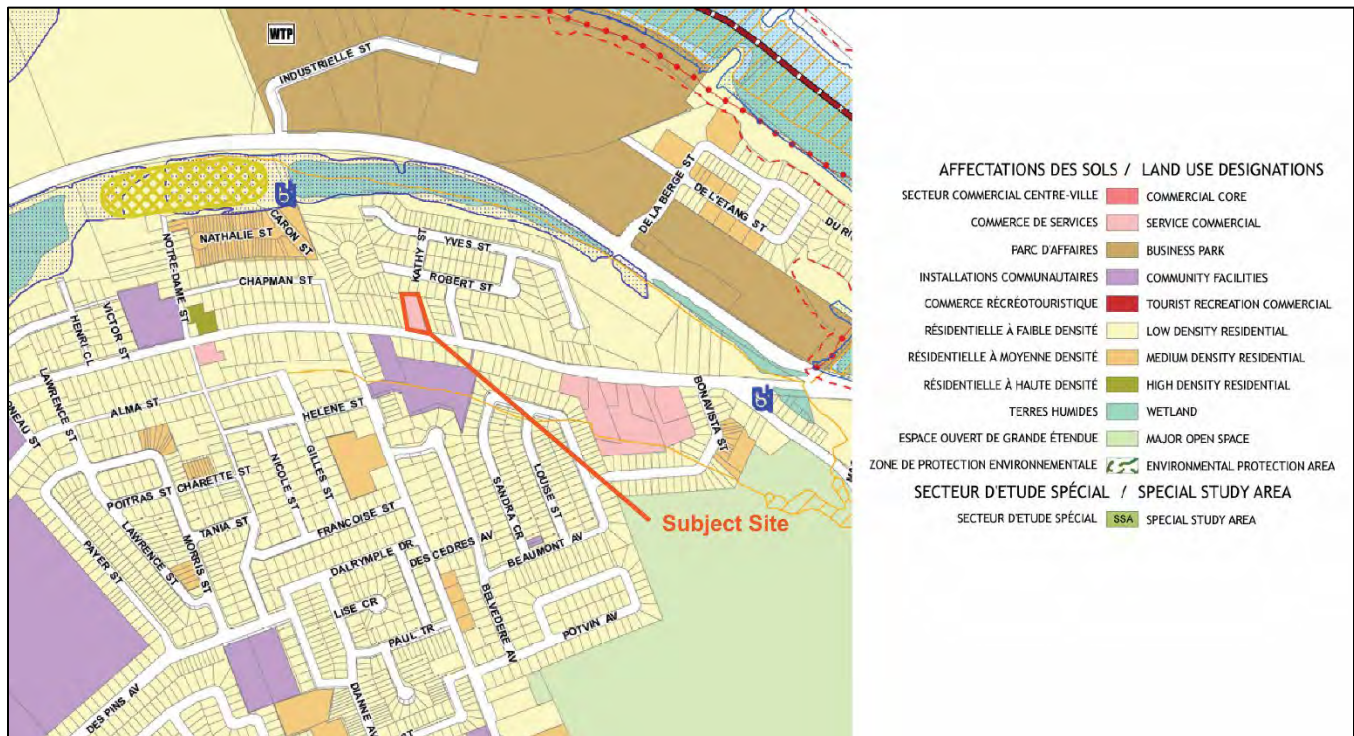


Figure 7: Schedule A, Land Use and Constraints - Official Plan

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, approximately 80% of which has occurred 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 densities and heights in areas deemed proper for these types of development. In conjunction with the United Counties of Prescott and Russell Official Plan, the Clarence-Rockland Official Plan is seeking to ensure that 10% of new housing will be high density, defined as more than 65 units per net hectare.

4.3.3 General Commercial Designation (Section 5.2)

The subject site is designated Service Commercial as outlined on Schedule A – Land Use & Constraints (Figure 7). This designation is intended to serve the needs of the residents of Clarence-Rockland and the surrounding area. There are numerous small service-oriented commercial uses in the direct vicinity that are supported by the ample amounts of low-density residential uses in the area.

The policies of Section 5.2 generally seek to permit commercial uses that support the local and regional population. However, Section 5.2.1 notes the following site-specific policy as it applies to the subject site:

- / In addition to the list of permitted uses, the property described as 632-634-636 Laurier Street, may also permit the following residential uses: triplex dwelling, quadruplex dwelling, row house dwelling, converted dwelling, apartment dwelling and one or more units situated in a part of a non-residential building.

Therefore, the use of an apartment dwelling is permitted on the subject site, despite the proposed development not consisting of a commercial or mixed-use development. It is the owner's intent to keep the existing Service Commercial designation for future development potential.

4.3.4 Intensification (Section 5.6.6)

The Official Plan lays out policies for residential intensification in Section 5.6.6. The Plan notes that "Opportunities for intensification will be supported under the following circumstances...(3.) [Lands] that are vacant and/or underutilized within previously developed areas (4.) Fully services lots that could accommodate infill developments."

The proposed development represents a prime opportunity for intensification within the urban area, on a lot that is currently underutilized on Laurier Street. The subject site is on full municipal services and can accommodate new residential development on the periphery of an existing low-rise residential area, contributing to the range of dwelling options in the area and the City as a whole.

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

The subject site is zoned General Commercial, Exception 15 – CG-15. The General Commercial Zone permits a range of commercial uses, and exception 15 (7.1.3(o)) allows for the following residential uses in accordance with applicable R3 zone requirements:

- / Three unit dwelling
- / Townhouse dwelling
- / Converted dwelling
- / Apartment dwelling, low rise

/ Mixed-use building

Provision	Requirement	Plan	Compliance	
Minimum lot area	140 m ² per DU = 2,800 m ²	2,256 m ²	No	
Minimum lot frontage	20 m	41.2 m	Yes	
Minimum front yard	4.5 m	4.5 m	Yes	
Minimum interior side yard	4.5 m	4.5 m	Yes	
Minimum rear yard	6.0 m	> 6.0 m	Yes	
Maximum number of storeys	4	3	Yes	
Maximum building height	15.0 m	~ 14.0 m	Yes	
Minimum landscaping coverage	30% = 676.8 m ²	694.6 m ²	Yes	
Minimum landscape buffer between driveway/parking and interior side lotline	1.5 metres	1.0 metres	No	
Minimum number of parking spaces	1.25 per dwelling where the unit has less than 75.0 m ² net floor area = 18.75	26 spaces	22 spaces	No
	1.5 per dwelling for all other units = 7.5			
	0.25 per dwelling for visitors, included in total	5 spaces	2 spaces	No
	4% of total requirement	2 spaces	2 spaces	Yes
Minimum number of bicycle parking spaces	0.5 per dwelling unit = 10	10	Yes	
Amenity area	Total: 6.0 m ² per unit = 120 m ²	211.7 m ²	Yes	
	Communal: 50% of total = 60 m ²	55.7 m ²	No	

The proposed Zoning By-law Amendment seeks relief from the following provisions:

/ **To permit a reduced communal amenity space of 55.7 square metres, whereas 60 square metres is required**

The proposed development includes a total amenity area of 211.7 square metres, which includes a 7.8 square metre balcony for every unit, in addition to a communal gym area that is less than 5 square metres from the required 60 square metres. The overall amenity area far surpasses the minimum required and the future residents will have both private and communal amenity spaces available for use, as well as local greenspaces such as Dutrisac Park, less than 100 metres from the proposed development.

/ **To permit a total of 22 vehicle parking spaces, whereas 26 spaces are required**

The proposed development reserves one (1) space per dwelling unit for residents, and a total of two (2) parking spaces are reserved for visitors. In addition to the 22 parking spaces, three (3) motorcycle parking spaces are proposed which provide parking for smaller alternative modes of transportation including motorcycles, electric bikes, and other individual transportation. These spaces are not contemplated in the Zoning By-law, but are provided as part of the Site Plan to make efficient use of additional space in the parking layout.

Two (2) visitor parking spaces are provided on site. The proposed redevelopment includes closing the existing easternmost driveway access, which will provide an increase of at least two (2) parking spaces to the existing on-street curbside parking along Laurier Street. Therefore, the proposed development is adequately serviced from a transportation perspective for both residents and visitors.



Figure 8: Easternmost ingress/egress to be closed, allowing for more on-street parking in an area designated for on-street parking. The development will be serviced from the existing westernmost ingress/egress.

- / **To permit a reduced landscape buffer of 1.0 metres between the driveway/parking area and the interior side lot line, whereas 1.5 metres is required.**

As shown on the Site Plan, the proposed parking area is generally located at the rear of the building and is efficiently laid out to maximize the total amount of landscaped space on the property (30%). The proposed building is set back much further than the 4.5 metres required, and the reduced landscape buffer is compensated through a 1.5 metre fence, shielding adjacent development from noise and headlight glare associated with a surface parking lot. There are no additional undue adverse impacts generated as a result of the reduction.

- / **To permit a minimum lot area of 2,256m² for 20 units, whereas 2,800m² (140m² per unit) is required for a low-rise apartment building in the R3 zone (CG-15)**

The proposed development meets the intensification target for high-density development identified in the Official Plans. As demonstrated through the Functional Serviceability Report (LRL Engineering) submitted with this application, the City is capable of accommodating the proposed development on existing municipal services. At the existing maximum density of 140m² of lot area per unit, the subject site could accommodate 16 units, and therefore the total increase is only four (4) additional units. Due to the availability of municipal servicing, the proximity of parkland, and existing and new on-street parking as a result of the site layout, as well as the fact that the development respects all building setbacks and the maximum building height, the impacts of the increased density are not anticipated to cause any undue adverse impacts on the surrounding community.

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 an amendment to site-specific exception CG-15, noted in **bold**:

Notwithstanding the provisions of this By-law to the contrary, the lands zoned CG15 shall be used in accordance with the following provision(s):

- / Three unit dwelling
- / Townhouse dwelling
- / Converted dwelling
- / Apartment dwelling, low rise
- / Mixed-use building

In accordance with the applicable R3 zone requirements. **In addition, the following provisions apply to a low-rise apartment dwelling containing 20 units:**

- / **Minimum communal area requirement is 55 m²**
- / **Minimum of 22 parking spaces are required**
- / **Minimum landscape buffer between the driveway/parking area and the western interior side lot line is 1.0 metre**
- / **20 dwelling units are permitted on a lot with a lot area of 2,256m².**

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 represents 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 as it provides a diversity in the supply of housing and represents appropriate residential intensification in the urban area, and the apartment dwelling use is specifically permitted on this site under section 5.2.1; 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, MCIP RPP
Associate



Kenneth Blouin, MPL
Planner