

PLANNING JUSTIFICATION REPORT

PROJECT NAME:

Multi Residential Development
Port Dover, Ontario

PROJECT ADDRESS:

Scott Drive

PROJECT NO.

250905

DATE SUBMITTED

June 30, 2025

ANTECH DESIGN

Project Summary

Signatures and Seals

Project No.

250905

Client

Jenny Bettencourt

Client Contact

Jenny Bettencourt

Consultant Team

Andrew Butler, P.Eng.

Candice Micucci MCIP, RPP, OALA

Rabinder Bains, Student Planner

Property Address

Scott Drive

Port Dover, Ontario

Version	Date	Description

Candice Micucci

Signature

Signature

Disclaimer

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1.0 INTRODUCTION

Antech Design & Engineering Group has been retained by Jenny Bettencourt to prepare a Planning Justification Report for the development of the property legally described as Lots 11 and 12, and part of Lot 10, Registered Plan 207, located in the geographic location of Port Dover, District of Norfolk County. The subject property has lot frontage and road access on Scott Drive.

This proposal includes the development of:

- A new multi-residential building consisting of a stacked townhouse containing 10 units, with lot frontage and road access on Scott Drive.

To facilitate the proposed new construction, a Zoning By-law Amendment from Urban Residential Type 1 Zone (R1-A) to Urban Residential Type 4 Zone Special (R4) is required. The requested special components are as follows:

- As per Section 5.4, Urban Residential Type 4 Zone (R4), Subsection 5.4.2 Zone Provisions, a reduction in the required minimum lot area is proposed from 195 m² to 184.3 m² per unit.
- As per Section 5.4 Urban Residential Type 4 Zone (R4), Subsection 5.4.4 Maximum Units in a Townhouse Dwelling: No more than eight (8) dwelling units shall be located in a townhouse dwelling. The proposal seeks to increase the maximum number of dwelling units from 8 to 10 with a stacked townhouse configuration, consisting of five units on the lower level and five units on the upper level.
- As per Section 4.0: Off Street Parking, Subsection 4.9: Number of Parking Spaces, a reduction in the required minimum parking spaces from 2 spaces per dwelling unit to 1.4 spaces per unit is proposed. Each unit will have one assigned parking space, with additional spaces available on site, resulting in more than one space per unit in practice. Visitor parking has also been incorporated into the plan to accommodate guests and minimize any potential impact on surrounding streets.
 - This parking approach, through assigned spaces and additional on-site parking, enables the development to accommodate both everyday and occasional parking demands while supporting a well managed and organized parking environment.
- As per Section 4.0: Off Street Parking, Subsection 4.1: Parking Area Regulations, Sub-subsection 4.1.4: Parking Aisle Requirements, a reduction in the parking aisle width from 7.3 meters to 6.0 meters is proposed. A 6.0-meter aisle is sufficient to allow two vehicles to pass side by side and is consistent with the standard width required for fire routes. As the access will be used by tenants and their guests, no operational or safety issues are anticipated with the reduced aisle width.

The proposed development represents an investment in the continued enhancement and development of lands within this area. The proposed development is a new construction project on vacant land that will promote the use of existing transportation networks, local transit, and existing municipal infrastructure.

The purpose of this Planning Justification Report is to outline the technical details of the proposed development and to evaluate the proposed Zoning By-law Amendment in regard to the application's consistency with the Provincial Planning Statement and its conformity with the Norfolk County Official Plan and Zoning By-law.

1.1 POLICY FRAMEWORK

The subject land is currently designated as "Urban Residential" within the Norfolk County Official Plan and "Urban Residential Type 1 Zone (R1-A)" within Zoning By-Law 1-Z-2014. Accordingly, this justification report addresses the following:

- Ontario Planning Act
- Provincial Planning Statement
- Official Plan
- Zoning Bylaw

In response to the vision for the subject land to accommodate a multi residential development, Antech Design & Engineering have on behalf of the Owner, prepared this Planning Justification Report to demonstrate how the proposed development aligns with the policies listed above. Specifically, the report evaluates the relevant policies within these documents.

2.0 THE PROPOSAL

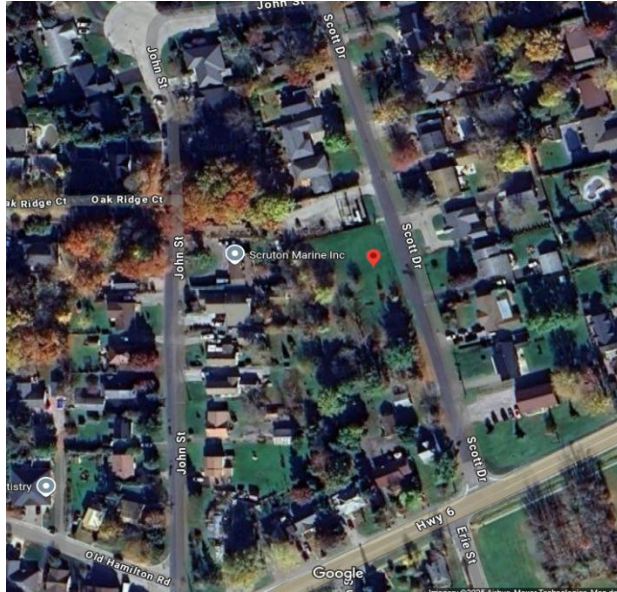
Norfolk County is experiencing steady growth, with its population expected to reach 70,930 by 2036. With a growing population, there is an increasing need for a mix of housing options to accommodate various incomes, lifestyles, and household types. However, the housing currently available in the County is predominantly single detached dwellings, with 22,810 units as of 2021, compared to only 965 row house units.

Similarly, Port Dover is projected to grow to 9,380 residents by 2036. However, despite this expected growth, housing options remain limited and are predominantly single detached homes. The lack of diverse housing restricts choice and affordability and also contributes to urban sprawl, as more low-density development takes up valuable land in this beautiful beach town.

To help address these challenges, the owner is proposing a stacked townhouse development consisting of 10 residential units, each approximately 184.3 square meters in size, to be constructed on a vacant 1,843.1 square meter lot. This form of housing will increase residential density and offer a range of housing options, while contributing to the County's growth targets, minimizing urban sprawl, and preserving the character of the town.

3.0 LOCATION AND EXISTING CONDITIONS

The site is currently vacant and has lot frontage and street access from Scott Drive. Surrounding the property are single detached residential houses. Below, in Figure 2, is a Google Earth location map of the property.



To the north of the property, there is a transformer station and single detached residential houses.

To the south of the property, there are single detached residential houses. Further south, there is access to Hamilton Plank Road (Highway 6).

To the east of the subject property are single detached residential houses.

To the west of the subject property are single detached residential houses.

FIGURE 2: Site Location Map

4.0 DESIGN VISION, GUIDING PRINCIPALS AND OBJECTIVES

The goal of the proposed development is to construct a stacked townhouse on the subject property, promoting the efficient use of land. The development aligns with Norfolk County’s vision for residential growth and intensification within Urban Areas.

The design of the proposed development has considered the following community design principles and objectives:

1. Preserving Community Character

The proposed stacked townhouse is designed with appropriate setbacks and height to maintain the existing neighbourhood scale. Additionally, by using compatible materials, colours, and architectural details, combined with thoughtful landscaping, the development will blend seamlessly into the community and preserve the existing character.

2. Gentle Intensification

Stacked townhouses provide a gentle increase in residential density while maintaining a low-rise built form, making them a suitable option for existing neighbourhoods with predominantly single detached homes.

3. Environmental Benefit

The development supports sustainable growth by reducing the environmental impact associated with low-density development and urban sprawl. Constructing compact housing and concentrating growth within urban areas helps preserve natural and agricultural lands.

4. Supporting Local Growth

Port Dover is projected to grow by approximately 9,380 residents by 2036, creating demand for a range of housing options. This development responds to that need by providing compact, multi-unit housing forms that accommodate more residents within the existing Urban Area, supporting sustainable and efficient growth.

5. Housing Diversity

The proposed development of a stacked townhouse will provide a mix of housing options within the neighbourhood. It offers diverse choices to accommodate various incomes, lifestyles and household types.

6. Efficient Land Use

The proposed development will utilize a vacant property to construct a stacked townhouse that increases residential density. This compact form of development supports the efficient use of land.

5.0 POLICY AND REGULATORY FRAMEWORK

5.1 PLANNING ACT

The Planning Act R.S.O. 1990 provides a framework for planning in the Province of Ontario. The Act serves the following purposes:

1. To promote sustainable economic development in a healthy natural environment
2. To provide a land use planning system led by provincial policy
3. To integrate matters of provincial interest in provincial and municipal planning decisions
4. To provide for planning processes that are fair by making them open, accessible, timely and efficient
5. To encourage co-operation and co-ordination among various interests; and,
6. To recognize the decision-making authority and accountability of municipal councils in planning.

Under Section 34 (10) of the Act, an amendment may be made to a Zoning-Bylaw.

The proposed application is seeking an amendment to the Zoning By-law.

5.2 PROVINCIAL PLANNING STATEMENT

The Provincial Planning Statement is a policy statement issued under the authority of Section 3 of the Planning Act, which came into effect on October 20, 2024. It applies to all decisions made on or after that date with respect to the exercise of any authority affecting a planning matter. The PPS requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.

Part III, How to Read the Provincial Planning Statement, states:

“The Provincial Planning Statement is to be read in its entirety, and all relevant policies are to be applied to each situation. When more than one policy is relevant, a decision maker should consider all of the relevant policies to understand how they work together”

The Provincial Planning Statement provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario’s policy led planning system, the Provincial Planning Statement sets the policy foundation for regulating the development and use of land province wide, helping achieve the provincial goal of meeting the needs of a fast growing province while enhancing the quality of life for all Ontarians. As the focus of the PPS is on the outcomes or end states, the process used to achieve these outcomes is at the discretion of the development team. The following is a brief commentary on the application for proposed Site Plan with regard to the PPS.

<u>Applicable Policy Statements</u>	<u>Rational</u>
<p><u>Chapter 2: Building Homes, Sustaining Strong and Competitive Communities</u></p> <p>2.1 Planning for People and Homes</p> <p>4. To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:</p> <p>a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development; and</p> <p>b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plan</p>	<p>The proposed development is consistent with Section 2: <i>Building Homes, Sustaining Strong and Competitive Communities</i>, specifically Subsection 2.1: <i>Planning for People and Homes</i>, Policy 4 of the Provincial Planning Statement (PPS).</p> <p>The development of a stacked townhouse maximizes the residential potential of the lot while maintaining a building massing that complements the surrounding built form.</p> <p>The development will efficiently accommodate increased residential density in line with the city's growth objectives, without contributing to urban sprawl.</p>
<p>2.1 Planning for People and Homes</p>	<p>The proposed development is consistent with Section 2: <i>Building Homes, Sustaining Strong and</i></p>

<p>6. Planning authorities should support the achievement of complete communities by:</p> <ul style="list-style-type: none"> 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. 	<p><i>Competitive Communities</i>, specifically Subsection 2.1: <i>Planning for People and Homes</i>, Policy 6 of the Provincial Planning Statement (PPS).</p> <p>The development aligns with the Complete Communities concept, as stacked townhouses provide a mix of housing options in a predominantly single-detached residential area, while complementing the surrounding built form.</p>
<p>2.2 Housing</p> <p>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:</p> <ul style="list-style-type: none"> a) establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs; b) permitting and facilitating: <ul style="list-style-type: none"> 1. all housing options required to meet the social, health, economic and well being 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., 	<p>The proposed development is consistent with Section 2: <i>Building Homes, Sustaining Strong and Competitive Communities</i>, specifically Subsection 2.2: <i>Housing</i>, Policy 1 of the Provincial Planning Statement (PPS).</p> <p>The stacked townhouse development will contribute to the supply of diverse housing options within a neighbourhood that predominantly consists of single detached dwellings. This form of housing efficiently maximizes residential density on the lot and supports the anticipated population growth in Port Dover, projected to reach approximately 9,380 residents.</p> <p>The stacked townhouse will provide a mix of housing options designed to accommodate a variety of income levels, household types, and lifestyles. It responds to the social, health, and economic needs of both current and future residents, in accordance with the PPS's emphasis on inclusive and adaptable housing.</p>

<p>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;</p> <p>c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and</p> <p>d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.</p>	<p>This proposed development represents residential intensification, as it introduces a new housing type on a vacant lot within a previously developed area. The development contributes to a net increase in residential units and supports the efficient use of underutilized land.</p> <p>Additionally, the site is supported by existing municipal infrastructure and public service facilities, as it is located within an existing neighbourhood, ensuring that the development is both feasible and cost effective. The availability of appropriate infrastructure further strengthens the suitability of this site for residential intensification.</p>
<p><u>2.3 Settlement Areas and Settlement Areas Boundary Expansion</u></p> <p>2.3.1 General Policies for Settlement Areas</p> <p>2. Land use patterns within settlement areas should be based on densities and a mix of land uses which:</p> <p>a) efficiently use land and resources;</p> <p>b) optimize existing and planned infrastructure and public service facilities;</p> <p>c) support active transportation;</p> <p>d) are transit-supportive, as appropriate; and</p> <p>e) are freight-supportive.</p>	<p>The proposed development is consistent with Section 2.3: <i>Settlement Areas and Settlement Area Boundary Expansion</i>, specifically Subsection 2.3.1: <i>General Policies for Settlement Areas</i>, Policy 2 of the Provincial Planning Statement (PPS).</p> <p>The development contributes to the efficient use of vacant land by increasing residential density within an established low-density neighbourhood. This supports a more compact urban form and aligns with provincial objectives for efficient land use.</p> <p>The project will utilize existing municipal infrastructure, including water, sanitary sewer, and stormwater management systems, which are already servicing the surrounding neighbourhood. It will also benefit from proximity to Norfolk County public service facilities, including schools, parks, and recreational amenities such as the beach.</p> <p>The site is located within a five minute walk from a Ride Norfolk transit stop, promoting the use of existing public transit services. Additionally, the area is well served by a connected network of</p>

	sidewalks, which supports active transportation and enhances walkability within the beach town.
<p>2.3.1 General Policies for Settlement Areas</p> <p>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.</p>	<p>The proposed development is consistent with Section 2.3: <i>Settlement Areas and Settlement Area Boundary Expansion</i>, specifically Subsection 2.3.1: <i>General Policies for Settlement Areas</i>, Policy 3 of the Provincial Planning Statement (PPS).</p> <p>The proposed development introduces intensification through a stacked townhouse on a vacant parcel, contributing to a broader mix of housing options within a predominantly single detached residential neighbourhood. This supports the creation of a more diverse and inclusive housing stock while maintaining compatibility with the surrounding built form.</p> <p>The proposed development will utilize existing municipal infrastructure, including water, sanitary sewer, and stormwater management systems that currently service the neighbourhood. It will benefit from ongoing infrastructure upgrades to the water treatment plant and wastewater treatment plant.</p> <p>In addition, the proposed development will be supported by existing public service facilities, such as nearby schools like Lakewood Elementary School and St. Cecilia, parks, Port Dover Beach, and recreational amenities, including the Port Dover Arena.</p> <p>The site is also within walking distance of a Ride Norfolk transit stop, enhancing accessibility for future residents.</p>
<p><u>2.4 Strategic Growth Areas</u></p> <p>2.4.1 General Policies for Strategic Growth Area</p> <p>2. To support the achievement of complete communities, a range and mix of housing options,</p>	<p>The proposed development is consistent with Section 2.4: <i>Strategic Growth Areas</i>, specifically Subsection 2.4.1: <i>General Policies for Strategic Growth Areas</i>, Policy 2 of the Provincial Planning Statement (PPS).</p>

<p>intensification and more mixed-use development, strategic growth areas should be planned:</p> <ul style="list-style-type: none"> a) to accommodate significant population and employment growth; b) as focal areas for education, commercial, recreational, and cultural uses; c) to accommodate and support the transit network and provide connection points for inter- and intra-regional transit; and d) to support affordable, accessible, and equitable housing. 	<p>The proposed development will assist the municipality in accommodating future residential growth and support the projected population increase to 9,380 residents by 2036.</p> <p>Located within an established neighbourhood predominantly characterized by single detached dwellings, the introduction of a stacked townhouse will contribute to a broader range and mix of housing options. This supports the achievement of complete communities by diversifying the housing stock, promoting intensification, and making more efficient use of vacant land. The development also contributes to more accessible and equitable housing choices by providing a built form that offers alternatives to traditional low-density residential options.</p> <p>The proposed built form enhances housing accessibility and promotes a compact, transit supportive environment, with the site located within a five minute walk of a Ride Norfolk transit stop.</p>
<p>2.4.1 General Policies for Strategic Growth Area</p> <p>3. Planning authorities should:</p> <ul style="list-style-type: none"> a) prioritize planning and investment for infrastructure and public service facilities in strategic growth areas; b) identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas; c) permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form; d) consider a student housing strategy when planning for strategic growth areas; and e) support redevelopment of commercially-designated retail lands (e.g., underutilized 	<p>The proposed development is consistent with Section 2.4: <i>Strategic Growth Areas</i>, specifically Subsection 2.4.1: <i>General Policies for Strategic Growth Areas</i>, Policy 3 of the Provincial Planning Statement (PPS).</p> <p>The development supports the objectives of complete communities and a compact built form by efficiently increasing residential density and promoting appropriate residential intensification on a vacant property within an existing neighbourhood. It will utilize existing municipal infrastructure, including water, sanitary sewer, and stormwater management systems, which currently service the surrounding buildings. The development will also benefit from proximity to Norfolk County public service facilities, including</p>

<p>shopping malls and plazas), to support mixed-use residential.</p>	<p>schools, parks, and recreational amenities like the Port Dover Arena.</p> <p>The construction of a stacked townhouse will broaden the range and mix of housing options within a neighbourhood predominantly characterized by single detached dwellings. The proposed built form has been carefully designed to respect and complement the surrounding context, providing an appropriate transition in scale, setback, height, and character to the existing residential fabric.</p>
<p><u>Chapter 3: Infrastructure and Facilities</u></p> <p>3.2 Transportation Systems</p> <p>1. Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, are appropriate to address projected needs, and support the use of zero-and low-emission vehicles.</p> <p>2. Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.</p> <p>3. As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be planned for, maintained and, where possible, improved, including connections which cross jurisdictional boundaries.</p>	<p>The proposed development is consistent with Section 3: <i>Infrastructure and Facilities</i>, specifically Subsection 3.2: <i>Transportation Systems</i>, Policies 1-3 of the Provincial Planning Statement (PPS).</p> <p>The proposed development is located with lot frontage on Scott Drive, an existing municipal road that forms part of the local transportation network.</p> <p>Scott Drive connects directly to Highway 6, a provincial highway that runs through Port Dover and efficiently facilitates the movement of people and goods within and beyond the town.</p> <p>Norfolk County operates <i>Ride Norfolk</i>, an on-demand, ride-share transit service that allows users to request trips by selecting pick-up locations and destinations from designated bus stops on a first-come, first-served basis.</p> <p>Port Dover is currently served by seven Ride Norfolk bus stops, with one located within a five-minute walk of the proposed development on Scott Drive. This access to public transit supports a multimodal transportation system and promotes the efficient use of existing infrastructure.</p>
<p>3.6 Sewage, Water and Stormwater</p>	

<p>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. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.</p>	<p>The proposed development is consistent with Section 3: <i>Infrastructure and Facilities</i>, specifically Subsection 3.6: <i>Sewage, Water and Stormwater</i>, Policy 2 of the Provincial Planning Statement (PPS).</p> <p>The proposed development will be connected to municipal water and sewage services.</p>
<p>3.6 Sewage, Water and Stormwater</p> <p>8. Planning for stormwater management shall:</p> <ul style="list-style-type: none"> 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; b) minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads; c) minimize erosion and changes in water balance including through 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; f) promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and g) align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale. 	<p>The proposed development is consistent with Section 3: <i>Infrastructure and Facilities</i>, specifically Subsection 3.6: <i>Sewage, Water, and Stormwater</i>, Policy 8 of the Provincial Planning Statement (PPS).</p> <p>The proposed development will meet municipal stormwater standards.</p> <p>The proposed stacked townhouse development will have lot coverage and landscaped space similar to the surrounding single detached homes. The development will be required to utilize the existing storm ditches on Scott Drive.</p> <p>During the development phase, soil and erosion control measures, such as silt fencing, silt sacks, and straw bales will be used to minimize erosion and soil runoff into the existing ditches and abutting properties.</p>
<p><u>Chapter 4: Wise Use and Management of Resources</u></p> <p>4.2 Water</p> <p>1. Planning authorities shall protect, improve or restore the quality and quantity of water by:</p> <ul style="list-style-type: none"> a) using the watershed as the ecologically meaningful scale for integrated and long-term planning, which can be a foundation 	<p>The proposed development is consistent with Section 4: <i>Wise Use and Management of Resources</i>, specifically Subsection 4.2: <i>Water</i>, Policy 1 of the Provincial Planning Statement (PPS).</p> <p>The development will meet applicable standards for water quality and quantity.</p>

<p>for considering cumulative impacts of development;</p> <ul style="list-style-type: none"> b) minimizing potential negative impacts, including cross-jurisdictional and cross watershed impacts; c) identifying water resource systems; d) maintaining linkages and functions of water resource systems; e) implementing necessary restrictions on development and site alteration to: <ul style="list-style-type: none"> 1. protect all municipal drinking water supplies and designated vulnerable areas; and 2. protect, improve or restore vulnerable surface and ground water, and their hydrologic functions; f) planning for efficient and sustainable use of water resources, through practices for water conservation and sustaining water quality; and g) ensuring consideration of environmental lake capacity, where applicable. 	
<p><u>4.4 Minerals and Petroleum</u> 4.4.1 General Policies for Minerals and Petroleum 1. Minerals and petroleum resources shall be protected for long-term use.</p>	<p>The proposed development is consistent with Section 4.4: <i>Minerals and Petroleum</i>, specifically Subsection 4.4.1: <i>General Policies for Minerals and Petroleum</i>, Policy 1 of the Provincial Planning Statement (PPS).</p> <p>There are no known mineral or petroleum resources on the subject property.</p>
<p><u>4.5 Mineral Aggregate Resources</u> 4.5.1 General Policies for Mineral Aggregate Resources 1. Mineral aggregate resources shall be protected for long-term use and, where provincial information is available, deposits of mineral aggregate resources shall be identified.</p>	<p>The proposed development is consistent with Section 4.5: <i>Mineral Aggregate Resources</i>, specifically Subsection 4.5.1: <i>General Policies for Mineral Aggregate Resources</i>, Policy 1 of the Provincial Planning Statement (PPS).</p> <p>There are no known mineral aggregate resources on the subject land.</p>

<p>4.6 Cultural Heritage and Archaeology</p> <p>1. Protected heritage property, which may contain built heritage resources or cultural heritage landscapes, shall be conserved.</p>	<p>The proposed development is consistent with Section 4: <i>Wise Use and Management of Resources</i>, specifically Subsection 4.6: <i>Cultural Heritage and Archaeology</i>, Policy 1 of the Provincial Planning Statement (PPS).</p> <p>An archaeological study has been completed. There are no built heritage resources on the subject land.</p>
<p><u>Chapter 5: Protecting Public Health and Safety</u></p> <p>5.2 Natural Hazard</p> <p>2. Development shall generally be directed to areas outside of:</p> <ul style="list-style-type: none"> a) hazardous lands adjacent to the shorelines of the Great Lakes -St. Lawrence River System and large inland lakes which are impacted by flooding hazards, erosion hazards and/or dynamic beach hazards; b) hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards; and c) hazardous sites. 	<p>The proposed development is consistent with Section 5: <i>Protecting Public Health and Safety</i>, specifically Subsection 5.2: <i>Natural Hazards</i>, Policy 2 of the Provincial Planning Statement (PPS).</p> <p>There are no known natural hazards on the subject property.</p>

In conclusion, the proposed development meets the intent of the policies in the Ontario Provincial Planning Statement, 2024.

5.3 OFFICIAL PLAN

The subject property is designated as Urban Residential within the Norfolk County Official Plan. The existing designation permits the proposed development, and no amendment is required.

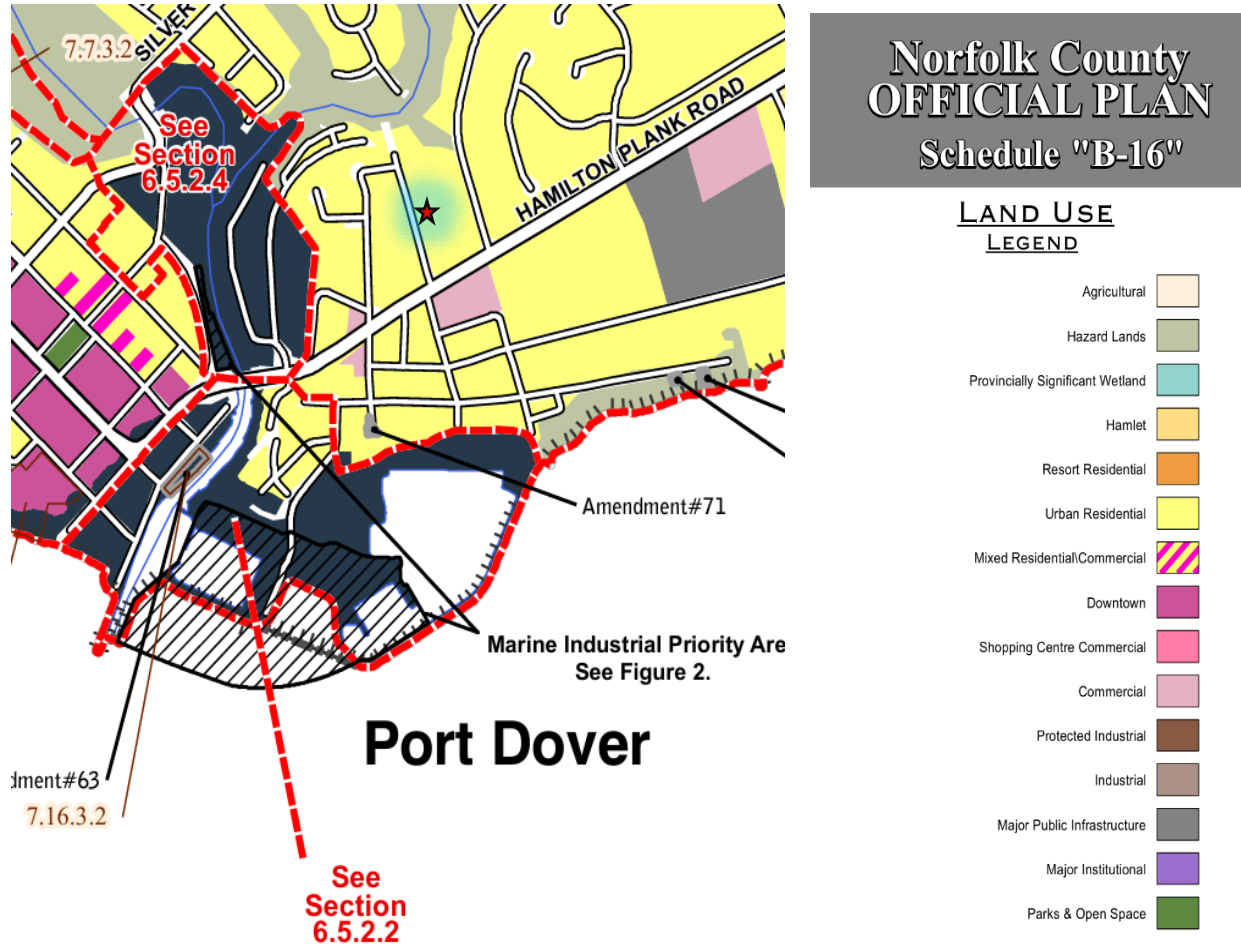


FIGURE 3: Official Plan Schedule B-16

Section 2.0: Norfolk County in 2036: A Vision, outlines the goals and objectives identified and refined through ideas and images collected from hundreds of Norfolk residents. These contributions collectively shaped the planning framework and policies of the Official Plan.

The Official Plan presents a broad vision for the long-term planning and development of Norfolk County:

“Norfolk County strives to balance a commitment to the land and emerging opportunities for growth and development.”

To support this vision, six themes have been established as the foundation of public planning policy. These six themes are:

1. A stronger, more diversified economy;
2. Protecting and improving the natural environment;
3. Maintaining and enhancing the rural and small town character;
4. Maintaining a high quality of life;
5. Upgrading and expanding crucial infrastructure; and
6. A well governed, well planned and sustainable County

The proposed development will perfectly complement these themes, as illustrated below:

Section 2.0 Norfolk County in 2036: A Vision, Subsection 2.2 Goals and Objectives, Sub-Subsection 2.2.3 Maintaining and Enhancing the Rural and Small Town Character, and its corresponding objective 2.2.3.2:

- b) Encourage the beautification, improvement and/or redevelopment of the County.
- C) Revitalize and reuse underutilized land in the County.
- e) Develop land use patterns in the Urban Areas that are compact and efficient.

The design of the proposed development will effectively complement the surrounding built form and contribute to the County's housing supply. It will also make efficient use of a vacant, underutilized parcel of land within an Urban Residential designation. The proposed stacked townhouse development is a compact housing form that will effectively utilize the land and help reduce urban sprawl.

Section 2.0 Norfolk County in 2036: A Vision, Subsection 2.2 Goals and Objectives, Sub-Subsection 2.2.4 Maintaining a High Quality of Life, and its corresponding objective 2.2.4.2:

- a) Provide for a variety of housing forms, tenures and levels of affordability through development, redevelopment, intensification and infilling projects.
- c) Ensure that new development is designed in a manner that provides a safe, aesthetically appropriate, and stimulating environment.

The proposed development is an initiative to introduce a variety of housing forms in an area predominantly composed of single detached residential dwellings. The two-storey stacked townhouse is compatible with the surrounding two storey single detached dwellings and two storey townhouses, and contributes to an aesthetically appropriate streetscape, as shown in Figure 4. The design will incorporate principles that promote safety and reflect the existing character of the neighbourhood, while maintaining the aesthetic harmony of the community.

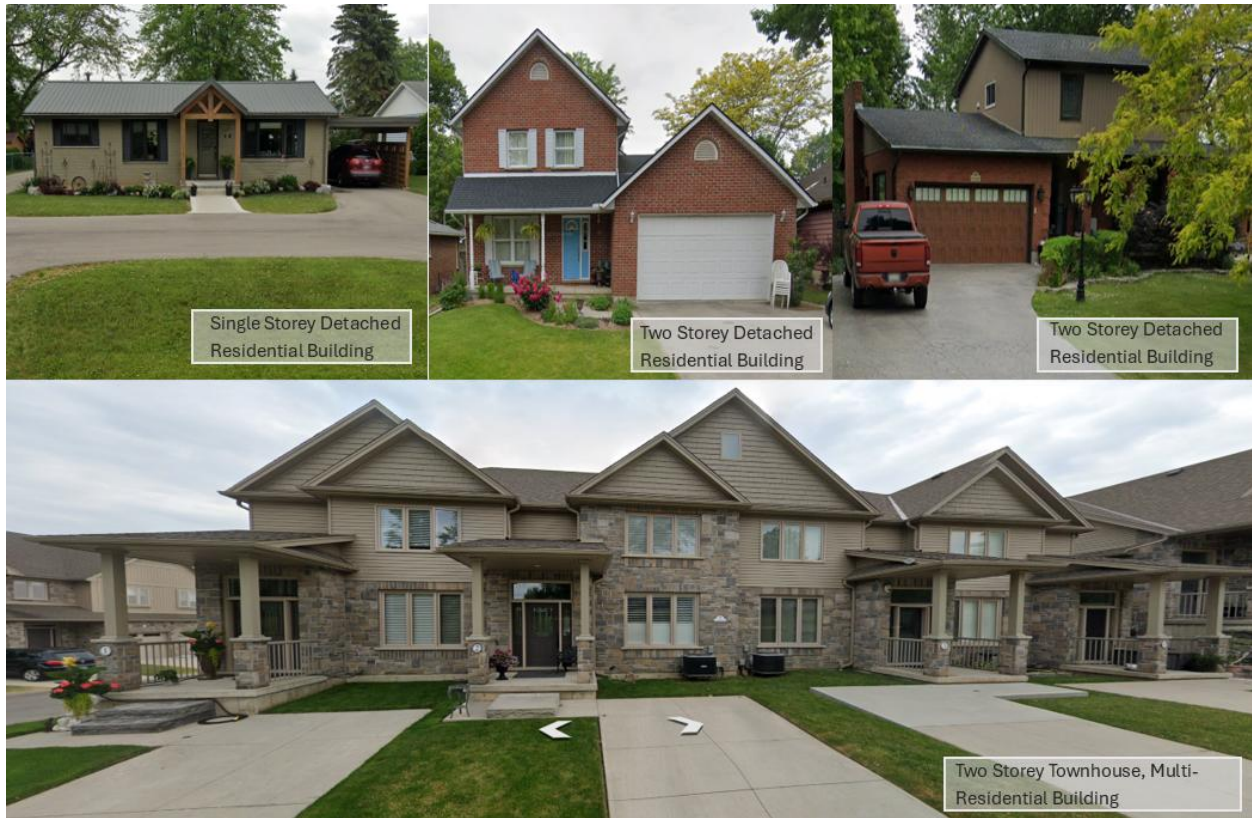


Figure 4: Surrounding Residential Building Forms

Section 2.0 of the Official Plan, Norfolk County in 2036: A Vision, sets out the long-term direction for growth and development. Subsection 2.2.6, A Well Governed, Well Planned and Sustainable County, emphasizes the importance of sound planning and sustainable land use decisions. Objective 2.2.6.2 supports proactive planning that promotes efficient land use and financial sustainability.

- c) Communicate and cooperate with private sector interests to review development initiatives, and where deemed appropriate, to support those projects that will benefit the County.
- d) Ensure the responsible use of land by encouraging the redevelopment, intensification and infilling of underutilized land and the efficient use of greenfield lands in Urban Areas.
- e) Direct new urban development to Urban Areas and Hamlet Areas, ensuring a compact form, and an appropriate mix of land uses and densities, resulting in the efficient use of land, infrastructure, and public services and facilities.
- g) Ensure that all new development in Urban Areas occurs on full municipal services, except in areas specifically provided for in this Plan, to ensure the maintenance of healthy communities and the natural environment.

The proposed development will benefit the County by contributing to its housing targets. The Official Plan sets a goal for 15 percent of all new housing in Norfolk County to consist of semi-detached and

townhouse dwellings (Section 5.3). This proposed development will effectively utilize a vacant parcel of land and increase residential density through a stacked townhouse in an urban area. Compact in form, the proposal makes efficient use of land while helping to reduce urban sprawl. The development will also make use of existing municipal services in the neighborhood.

Section 5.3 of the Official Plan, *Housing*, outlines the County's commitment to ensuring a diverse and adequate housing supply. Subsection 5.3.1, Residential Intensification, emphasizes the importance of directing urban residential growth within existing built-up areas. This approach reduces reliance on vacant designated lands at the urban fringe and limits the need for expansion into the Agricultural Area. By encouraging infill, intensification, and redevelopment, the policy supports more efficient use of urban services and infrastructure, helps control service delivery costs, and addresses key components of the County's housing needs.

a) Housing shall, in part, be provided through urban residential intensification, which may include any of the following:

ii) infill development and residential development of vacant land or underutilized land in existing neighbourhoods; and/or

b) The County shall target that a minimum 25 percent of its annual residential growth be accommodated through infill, intensification and redevelopment within the existing built-up areas in the Urban Areas with full municipal services.

f) The County shall consider applications for infill development, intensification and redevelopment of sites and buildings through intensification based on the following criteria:

i) the development proposal is within an Urban Area, and is appropriately located in the context of the residential intensification study;

ii) the existing water and sanitary sewer services can accommodate the additional development;

iii) the road network can accommodate the traffic generated;

iv) the proposed development is compatible with the existing development and physical character of the adjacent properties and surrounding neighbourhood; and

v) the proposed development is consistent with the policies of the appropriate Land Use Designation associated with the land.

The proposed development complies with the residential intensification policies of the Official Plan, as it is located on a vacant parcel of land within an existing, fully serviced neighbourhood. This supports the County's target of accommodating a minimum of 25 percent of annual residential growth through infill, intensification, and redevelopment within built-up urban areas.

The site has access to existing municipal water and sanitary sewer services, allowing the development to proceed without the need for significant servicing upgrades. The property is also well connected, with

access via local roads and a nearby provincial highway, providing convenient transportation options for future residents.

The proposed stacked townhouse is compatible with the surrounding residential dwellings, sharing similar height characteristics with the two-storey single detached dwellings and two storey townhouses (refer to Figure 4). It has been thoughtfully designed to complement the architectural character of the neighbourhood and to preserve its visual harmony. Furthermore, the development conforms to the policies of the Urban Residential designation, supporting a compact, efficient, and sustainable community form.

Section 7.7 of the Official Plan, Urban Residential Designation, sets the policy direction for residential development within the County's designated Urban Areas. As stated in the Official Plan, "The Urban Residential Designation applies to the Urban Areas of the County. The Urban Areas are expected to continue to accommodate attractive neighbourhoods which will provide for a variety of residential forms." The designation recognizes the importance of providing a mix of housing types to serve the County's diverse and evolving population. In line with the policy's objective that "a variety of housing types are needed to meet the needs of a diverse population," this section supports inclusive and adaptable neighbourhoods that accommodate a range of lifestyles, income levels, and household types. By promoting a variety of residential built forms, the policy helps ensure that urban areas remain livable, resilient, and responsive to long-term community needs.

The proposed development aligns with Section 7.7 of the Official Plan by contributing to the creation of an attractive and diverse residential neighbourhood within a designated Urban Area. The integration of a stacked townhouse into a predominantly single detached residential area supports the policy objective of providing a variety of residential forms to meet the evolving needs of the County's population. This development offers an alternative housing option that accommodates a broader range of household types, income levels, and lifestyles, thereby enhancing the inclusivity and adaptability of the neighbourhood. By maintaining compatibility with the surrounding built form while diversifying the housing stock, the proposal supports the long-term goals of livability, resilience, and sustainable growth outlined in the Urban Residential Designation policies.

Section 7.7.1 of the Official Plan outlines the permitted uses within the Urban Residential Designation, which is intended to guide residential development in the County's Urban Areas. Subsection 7.7.1(b) specifically permits a range of medium-density residential uses, including triplex dwellings, fourplex dwellings, row or block townhouse dwellings, converted dwellings containing more than two dwelling units, walk-up apartments, and other similar medium-profile residential buildings.

The proposed development of stacked townhouses complies with the permitted uses outlined in Section 7.7.1(b) of the Official Plan.

Section 7.7 of the Official Plan, Urban Residential Designation, sets out the guiding framework for residential development within the County's Urban Areas. Subsection 7.7.2, *Land Use Policies*, outlines the specific policies that apply to lands designated as Urban Residential. These policies are intended to ensure that residential development is compatible with surrounding land uses, reflects appropriate

design standards, and supports the development of complete and well serviced neighbourhoods. Key policies include:

- i) the density, height and character of the development shall have regard to adjacent uses;
- ii) the height and massing of the buildings at the edge of the medium density residential development shall have regard to the height and massing of the buildings in any adjacent low density residential area and may be subject to additional setbacks, or landscaping to provide an appropriate buffer;
- iii) the development will be encouraged to have direct access to an arterial or collector road, where possible and appropriate;
- iv) the watermains and sanitary sewers shall be capable of accommodating the development, or the proponent shall commit to extending services at no cost to the County, save and except for in the Courtland Urban Area, where private septic systems shall be permitted;
- v) the development is adequately serviced by parks and school facilities;
- vi) in developments incorporating walk-up apartments, block townhouse dwellings and medium-profile residential buildings, on-site recreational facilities or amenities such as playground equipment may be required;
- vii) the development shall be designed and landscaped, and buffering shall be provided to ensure that the visual impact of the development on adjacent uses is minimized;
- viii) except for a triplex dwelling, fourplex dwelling or other similar small-scale developments, a report on the adequacy of the road network to accommodate the expected traffic flows, and the adequacy of water and sewer services may be required from the proponent and approved by the County; and
- ix) triplexes, fourplexes, freehold street townhouses or other similar small scale developments, may be subject to site plan control, in accordance with the policies of Section 9.6.5 (Site Plan Control) of this Plan.

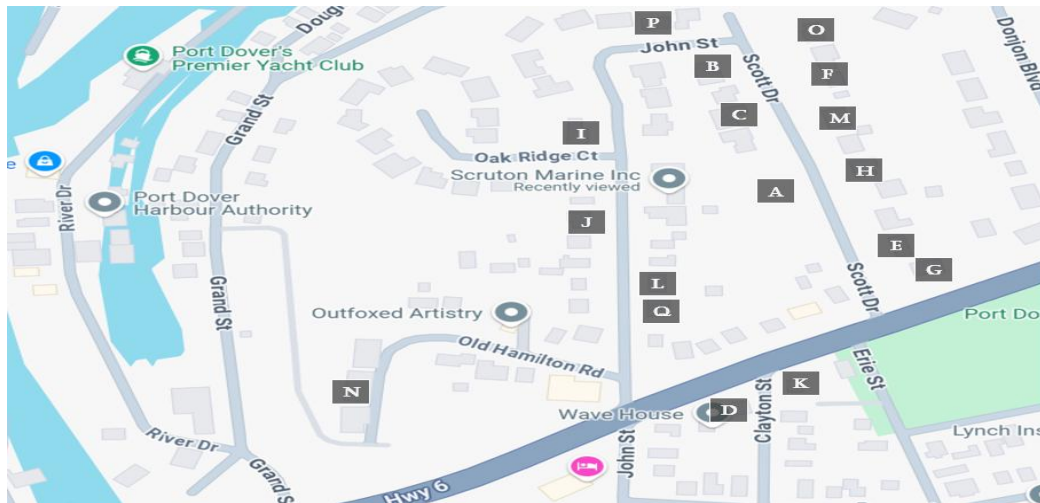
The proposed development of a two-storey stacked townhouse on a vacant property within an existing residential neighbourhood is consistent with the land use policies outlined in Section 7.7.2 of the Official Plan. The development maintains the height, scale, and character of adjacent properties and has been designed to complement the surrounding built form, ensuring compatibility with existing land uses. The two-storey height of the proposed development aligns with the adjacent two storey detached residential dwellings, creating a harmonious transition and contributing to a consistent streetscape.

As shown in Figure 5a: Abutting Developments Map, the subject property is surrounded by several two-storey low density residential dwellings. Additionally, two storey townhouse developments are located within approximately 700 meters of the site, demonstrating that this built form is compatible with the broader neighbourhood context. Supporting images in Figure 5b: Images of Residential Properties Identified in Figure 5a, further illustrate the existing residential character and built form.

Landscaping, building orientation, and appropriate setbacks have been incorporated into the design to minimize visual impacts on adjacent properties, in accordance with the Official Plan's policy direction regarding the integration of medium density development within established low density neighbourhoods. Overall, the proposed development represents a compatible and context sensitive intensification that reinforces the character of the surrounding community.

The site benefits from access to local roads and Highway 6, a nearby provincial highway, supporting efficient transportation connectivity. Additionally, the development will be fully serviced by existing municipal water and sanitary sewer systems within the neighbourhood. As the development is located within an established residential area that is adequately served by parks and school facilities, it contributes to a functional and connected neighbourhood.

Overall, the proposal aligns with the Urban Residential Designation's land use policies by supporting context sensitive intensification, appropriate design, and the efficient use of existing infrastructure.



- | | | |
|---|--|---|
| A. Subject Land for Proposed Two Storey Stacked Townhouse Development | G. 2 Storey Single Detached Residential Building | M. 2 Storey Single Detached Residential Building |
| B. 2 Storey Single Detached Residential Building | H. Single Storey Detached Residential Building | N. 2 Storey Townhouse, Multi-Residential Building |
| C. 2 Storey Single Detached Residential Building | I. 2 Storey Single Detached Residential Building | O. 2 Storey Single Detached Residential Building |
| D. 2 Storey Single Detached Residential Building | J. Single Storey Detached Residential Building | P. 2 Storey Single Detached Residential Building |
| E. Single Storey Detached Residential Building | K. 2 Storey Single Detached Residential Building | Q. 2 Storey Single Detached Residential Building |
| F. Single Storey Detached Residential Building | L. Single Storey Detached Residential Building | |

Figure 5a: Abutting Developments Map



Figure 5b: Images of Residential Properties Identified in Figure 5a

Section 5.4 of the Official Plan contains policies regarding Community Design, with the primary objective of creating safe, attractive, and inclusive neighbourhoods that support the overall health and well-being of the community. This objective is achieved through thoughtful design that fosters a high quality physical environment where residents can live, work, recreate, and connect.

The proposed development supports these objectives by introducing a well designed stacked townhouse that integrates seamlessly into the existing neighbourhood. The building has been carefully located and scaled to respect the character of surrounding properties. This is further achieved through thoughtful design that fosters a high quality physical environment, characterized by a network of sidewalks that encourage walkability, accessible public spaces, a mix of housing types, and well integrated green spaces. These design elements promote social interaction, support active lifestyles and help build a strong sense of place where residents can live, work, recreate, and connect.

The community design principles are as follows:

a) Through implementation of this Plan, the County shall seek to maintain and improve the physical design characteristics of the Urban Areas in the context of new and existing development and stress a generally high quality of settlement design throughout the County.

b) Through the review of development applications, including plans of subdivision, site plans and other development proposals, the County:

- I. shall ensure that new development is designed in keeping with the traditional character of the Urban Areas, in a manner that both preserves the traditional image of the Urban Areas and enhances the sense of place within the County while maintaining the community image of existing settlement areas;
- II. shall promote efficient and cost-effective development design patterns that minimize land consumption;
- III. shall promote the improvement of the physical character, appearance and safety of streetscapes, civic spaces, and parks;
- IV. shall encourage tree retention and tree replacement;
- V. shall ensure that design is sympathetic to the heritage character of an area, including the area's cultural heritage resources;
- VI. shall strongly encourage design that considers and, wherever possible, continues existing and traditional street patterns and neighbourhood structure; and
- VII. may require, at the County's sole discretion, that proponents submit design guidelines with development applications, establishing how the policies of this Section have been considered and addressed. Such guidelines may also be required to address related issues of residential streetscaping, landscaping, setbacks, sidewalks, signage, garage placement, and architectural treatment.

c) Adequate measures shall be taken to ensure that the permitted uses have no adverse effects on adjacent land uses. Adequate buffering shall be provided between any uses where land use conflicts might be expected, and such buffering may include provisions for grass strips and appropriate planting of trees and shrubs, berms or fence screening, and other means as appropriate. Modifications to building orientation may also be appropriate buffering measures, but not in replacement of appropriate plantings.

d) Development design that establishes reverse lotting on Provincial Highways and County Roads will not be permitted. Development design that requires features such as noise attenuation or privacy fencing will be discouraged. Wherever possible, new development will be oriented toward streets or parks.

e) The County shall require compatibly scaled and designed infill developments within areas designated as Downtown, which enhance the traditional character and economic viability of such centres.

- f) A high quality of architecture and site design for institutional uses such as schools, places of worship, libraries and other public service buildings is encouraged.
- g) Streetscaping that reflects the intended character of settlement areas is encouraged. In particular, traditional streetscaping in the Downtown Designations of the Urban Areas will be encouraged.
- h) A high quality of park and open space design is strongly encouraged. The land for parkland dedication shall be carefully selected to facilitate their use as a central focal point for new or existing neighbourhoods.
- i) Public art in the County shall generally be encouraged to incorporate themes supporting and promoting local history, civic pride, businesses and technology. The provision of public art in the Downtown Designations shall be encouraged. The County may consider granting increases in height or density for a particular development proposal in exchange for the provision of public art, in accordance with Section 37 of the Planning Act.
- j) The County may require the provision of certain pedestrian, cycling and trail linkages through the development approvals process.
- k) The County, in consultation with a development proponent(s) and the Norfolk Heritage Committee, shall define a style of street furnishing that should include shared and accessible bicycle racks, garbage receptacles, benches and street lamps to be used in a new development.
- l) The County may undertake the preparation of urban design guidelines to achieve the policies of this Section for all or parts of the County.
- m) The County shall encourage development design considering the principles of Crime Prevention Through Environmental Design (CPTED). Specifically, the County shall encourage proponents of new development to use appropriate lighting to deter crime and to situate buildings on lots to maximize natural surveillance.
- n) To promote environmental sustainable development, the County shall encourage the design of sustainable neighbourhoods in keeping with Leadership in Energy and Environmental Design - Neighbourhood Development (LEED ND) design principles in accordance with the policies under Section 11.8.2.1 Sustainable Neighbourhood Design of the Lakeshore Special Policy Area Secondary Plan.
- o) The County shall review site plans and drawings submitted in accordance with Section 41 of the Planning Act and Section 9.6.5 (Site Plan Control of this Plan) regarding accessibility for persons with disabilities including but not limited to areas of accessible parking, exterior paths of travel, lighting, ramps, entrances and street furniture.

The proposed stacked townhouse development has been thoughtfully designed to align with the community design principles outlined in Section 5.4 of the Official Plan. The building is located and massed to respect the existing character of the neighbourhood, which is predominantly composed of

single detached housing, while providing a compatible and gentle form of intensification, supporting Policy 5.4 b) I. To mitigate any potential adverse effects on adjacent land uses, the design incorporates appropriate setbacks in accordance with Policy 5.4 c). These measures help ensure a seamless transition between different residential forms.

The design incorporates a pedestrian friendly layout, with sidewalks that encourage walkability and improve access to transportation services, in line with Policies 5.4 b) III and j). The development also aims to minimize land consumption and promote efficient development patterns, supporting Policy 5.4 b) II.

The proposed development maintains the existing street pattern and complements the scale and rhythm of surrounding buildings, aligning with Policies 5.4 b) I and VI. The building's design and location promote natural surveillance, supporting safety through Crime Prevention Through Environmental Design (CPTED) principles, as outlined in Policy 5.4 m.

Furthermore, the development will contribute to a more compact and diverse housing mix in the area, supporting inclusive and sustainable neighbourhood design in accordance with Policy 5.4 n.

While final details will be confirmed through any applicable development approvals process, including site plan control if required, the current design demonstrates a clear intent to satisfy the Official Plan's objectives for high quality, compatible, and sustainable community design.

In conclusion, it is my professional opinion that the proposed development meets the intent of the policies of the Norfolk County Official Plan.

5.4 ZONING BY-LAW

The subject property is currently designated as Urban Residential Type 1 Zone (R1-A). The proposed Zoning is Urban Residential Type 4 (R4) as per Zoning By-law 1-Z-2014. Below, Figure 3 is an excerpt from the Norfolk County Zoning By-law Schedule A, illustrating the existing Zoning of the subject property as well as the surrounding zoning designations.

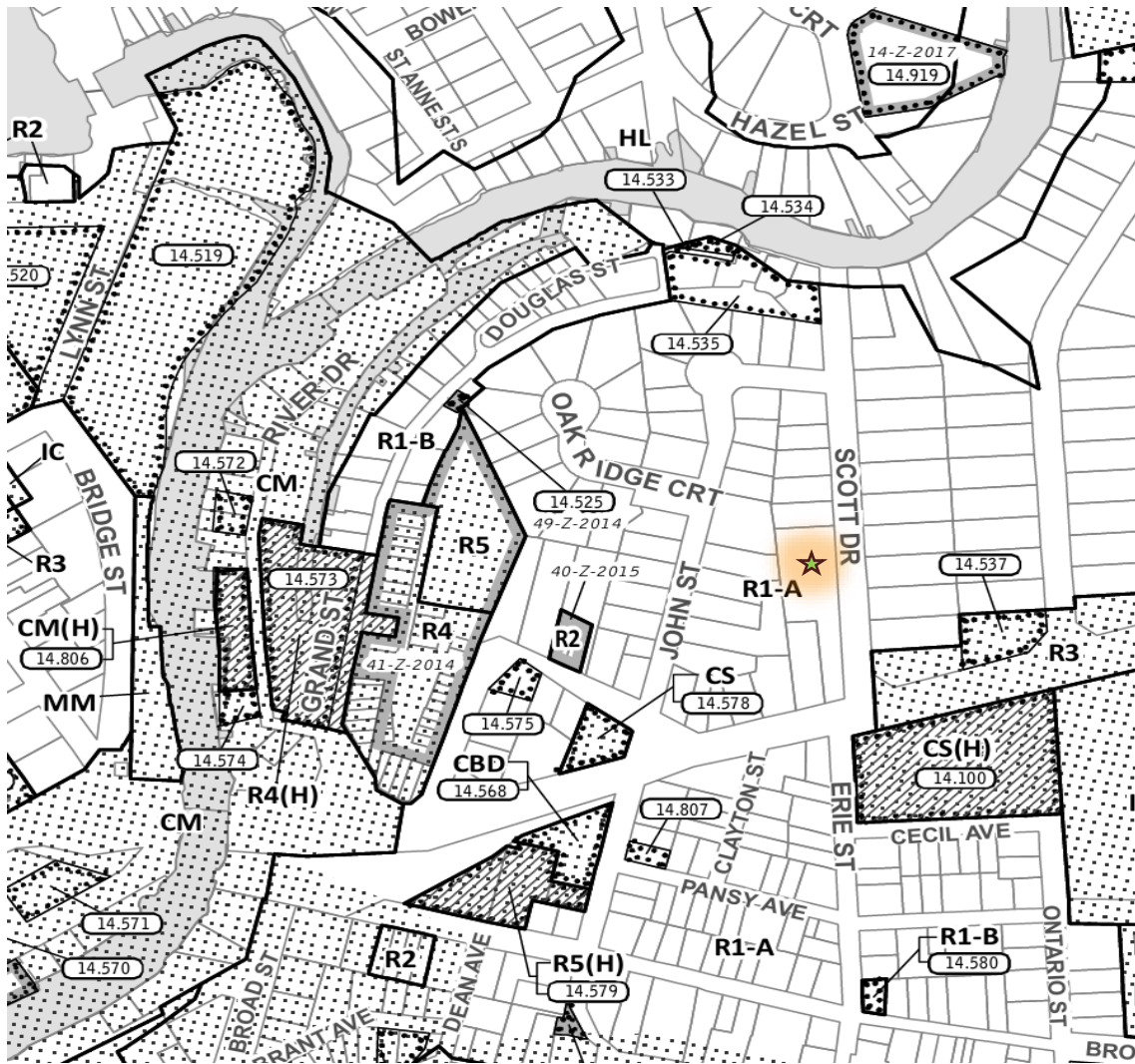


FIGURE 6: Norfolk County Zoning By-law 1-Z-2014 - Schedule A

As illustrated in Figure 6, there is a mix of zoning designations surrounding the subject land. These designations range from Service Commercial Zone (CS), Central Business District Zone (CBD), Urban Residential Type 1 Zone (R1), Urban Residential Type 2 Zone (R2), Urban Residential Type 4 Zone (R4), and Urban Residential Type 5 Zone (R5). Refer to Figure 5a: Abutting Developments Map and Figure 5b: Images of Residential Properties Identified in Figure 5a, for additional details on building heights and types of built forms within the surrounding context.

The permitted uses for the relevant zones are indicated in the chart below.

Uses	R1	R4
Dwelling, Single Detached	X	
Dwelling, Semi-detached		X
Dwelling, Duplex		X
Dwelling, Triplex		X
Dwelling, Fourplex		X
Accessory, Residential Dwelling Unit	X	X
Townhouse, Group		X
Townhouse, Stacked		X
Townhouse, Street		X
Boarding House		
Cemetery		
Group Home		
Home for Special Care		
Retirement Home		
Second Dwelling Unit		
Bed and Breakfast Establishment	X	
Home Occupation	X	X
Private Home Childcare		
Cemetery		
Child Care Centre		
Health Services Establishment		
Home for Special Care		
Hospital		
Long Term Care Home		
Place of Recreation		
Place of Worship		

The permitted setbacks and lot requirements for the relevant zones are included in the chart below.

	R1-A	R4 (Group Townhouse & Stacked Townhouse)	Proposed
Minimum Lot Area			1843.1 m ²

Minimum Lot Area:			184.3 m ² per unit – No Garage (Special Provision)
Interior Lot	450 m ²		
Corner Lot	560 m ²	195 m ²	
Attached Garage		195 m ²	
Detached Garage		215 m ²	
Minimum Lot Frontage:			
Interior Lot	15 m	30 m	45 m
Corner Lot	18 m	30 m	
Minimum Front Yard:	6 m		3.0 m
Attached Garage		6 m	
Detached Garage with Rear Lane	3m		
Minimum Exterior Side Yard	6 m		
i) With a 6 metre front yard		6 m	
ii) With a 1.5 metre front yard		1.5 m	
Minimum Interior Side Yard Setback		3 m	3 m
Detached Garage	3 m x 1.2 m		
Detached Garage with a Rear Lane; Attached Garage	1.2 m each side		
Detached Garage or Rear Yard Parking		1.5 m	
Minimum Rear Yard:	7.5 m		7.5 m
i) Attached Garage		7.5 m	
ii) Detached Garage		7.5 m	
Minimum Separation: between Townhouse Dwellings		2 m	
Maximum Building Height:	11 m	11 m	11 m
Maximum Units in a Townhouse Dwelling		No more than 8 dwelling units	10 units (Special Provision)
Parking	2 parking spaces for each dwelling unit	2 parking spaces for each dwelling unit	Proposed 1.4 per unit (Special Provision)
Parking Aisle Width	7.3 m	7.3 m	Proposed 6 m (Special Provision)

The bolded items in the chart above represent the proposed special zone.

The full request under the special zone is:

As per Section 5.4: Urban Residential Type 4 Zone (R4), Subsection 5.4.2: Zone Provisions, a reduction in the required minimum lot area is proposed from 195 m² to 184.3 m² per unit.

As per Section 5.4: Urban Residential Type 4 Zone (R4), Subsection 5.4.4: Maximum Units in a Townhouse Dwelling, No more than eight (8) dwelling units shall be located in a townhouse dwelling. The proposal seeks to increase the maximum number of dwelling units from 8 to 10 with a stacked townhouse configuration, consisting of five units on the lower level and five units on the upper level.

As per Section 4.0: Off Street Parking, Subsection 4.9: Number of Parking Spaces, a reduction in the required minimum parking spaces from 2 spaces per dwelling unit to 1.4 spaces per unit is proposed. Each unit will have one assigned parking space, with additional spaces available on site, resulting in more than one space per unit in practice. Visitor parking has also been incorporated into the plan to accommodate guests and minimize any potential impact on surrounding streets.

This parking approach, through assigned spaces and additional on-site parking, enables the development to accommodate both everyday and occasional parking demands while supporting a well managed and organized parking environment.

As per Section 4.0: Off Street Parking, Subsection 4.1: Parking Area Regulations, Sub-subsection 4.1.4: Parking Aisle Requirements, a reduction in the parking aisle width from 7.3 meters to 6.0 meters is proposed. A 6.0 meter aisle is sufficient to allow two vehicles to pass side by side and is consistent with the standard width required for fire routes. As the access will be used by tenants and their guests, no operational or safety issues are anticipated with the reduced aisle width.

The proposed zoning and subsequent development meet the general intent of the policies of the Zoning By-law.

6.0 CONCLUSION

The application for a Zoning By-law Amendment, as described in this report, has been fully reviewed from a land use planning perspective. It is our professional opinion that the application should be approved for the following reasons:

- The approval of the application is consistent with the policies in the Planning Act.
- The approval of the application is consistent with the Provincial Planning Statement
- The approval of the application maintains the intent of the policies of the Norfolk Official Plan.
- The proposed application is in general compliance with the Norfolk Zoning By-law
- The approval of the application represents good planning