

August 11, 2026

Ms. Marnie Venditti

Acting Chief Administrative Officer // Director of Planning & Development
Township of Leeds and the Thousand Islands
1233 Prince Street
P.O. Box 280
Lansdowne, ON K0E 1L0

**RE: Zoning By-law Amendment & Site Plan Control
12 Garden Street, Lansdowne**

Dear Ms. Venditti,

Fotenn Planning + Design ("Fotenn") has been retained by Eastbrook Capital to submit Zoning By-law Amendment and Site Plan Control applications on their behalf for the property known municipally as 12 Garden Street in the Village of Lansdowne ("the subject lands"). The subject lands are legally described as Lot 624 and Part of Block P, Registered Plan 194, Village of Lansdowne, Township of Leeds & the Thousand Islands, County of Leeds, and comprising All of PIN 44221-0131 (LT).

The purpose of the applications is to facilitate the redevelopment of the subject lands with a four (4) storey apartment building at the rear of the site and the establishment of a site access and surface parking facilities, while retaining the existing 10-unit building on the lands.

Please find enclosed the following materials in support of the applications:

- / Planning Rationale;
- / Architectural Site Plan;
- / Servicing and Stormwater Management Report;
- / Civil Engineering Plans;
- / Geotechnical Investigation;
- / Transportation Review Memo; and,
- / The required application forms.

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

Sincerely,



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cc: Kyle Peel, Township of Leeds and the Thousand Islands

FOTENN

Site Context, Surrounding Area and Proposed Development

1.1 Subject Lands

The subject lands, known municipally as 12 Garden Street, are located in the Township of Leeds and the Thousand Islands, specifically the Village of Lansdowne urban settlement area, in southeastern Ontario. The lands are located at the south-west corner of Garden Street and Union Street, with a frontage of approximately 59 metres along Garden Street and a lot depth of approximately 120 metres, resulting in a total lot area of approximately 6,933m² (0.7ha). The subject property has approximately 39.1 metres of frontage along the unimproved extension of Union Street west of Garden Street.



Figure 1: Subject site and surrounding context. (Subject lands identified)

The subject lands are currently developed with a 10-unit apartment building located in a converted building. Vehicular access is provided from the unimproved extension of Union Street west of Garden Street. Parking is provided in the rear and interior side yard. A wooded area occupies a significant portion of the rear and interior side yards of the subject site, with two mature trees located in the front yard.

1.2 Surrounding Context

The subject lands are located in the community of Lansdowne, which is approximately 13 kilometres from Gananoque. Lansdowne is characterized by low-density residential and commercial uses and the surrounding rural and agricultural areas. Directly east of the subject site, abutting the rear of the property, are agricultural fields utilized primarily for hay cultivation. The shape of these lands is defined by the dense patches of woodland area limiting the size and shape of each field. South of the subject site is a livestock farm, accessible by Garden Street. These abutting lands, although currently in agricultural use, are within the designated urban settlement area.

Further south is the CN rail line and light-industrial/commercial uses abutting the corridor to the south. A Plan of Subdivision application has been submitted for these lands. West of the subject site is the main part of Lansdowne. Most of Lansdowne is characterized by single-detached dwellings, with retail uses located along the two main streets intersecting in the town: King Street West and Prince Street. The area to the north of the subject lands are characterized by the residential areas of Lansdowne, as well as the Thousand Island Elementary School, which is sited at the edge of the settlement area's boundary.

1.3 Proposed Development

The proposed development features the construction of a four (4) storey, low-rise apartment building, located at the rear of the lands, as well as the associated parking and circulation facilities. The building features 39 dwelling units within a bar building design oriented lengthwise in relation to the Garden Street frontage. As part of the proposal, the existing two (2) storey, 10-unit apartment building on the lands is proposed to remain and be integrated into the overall site operations, resulting in a total of 49 dwelling units on the site. The proposed building and parking facilities have been accommodated in a manner which seeks to preserve some of the existing vegetated area at the rear of the site – a portion of which is intended to accommodate amenity space provisions for residents of the new and existing building.

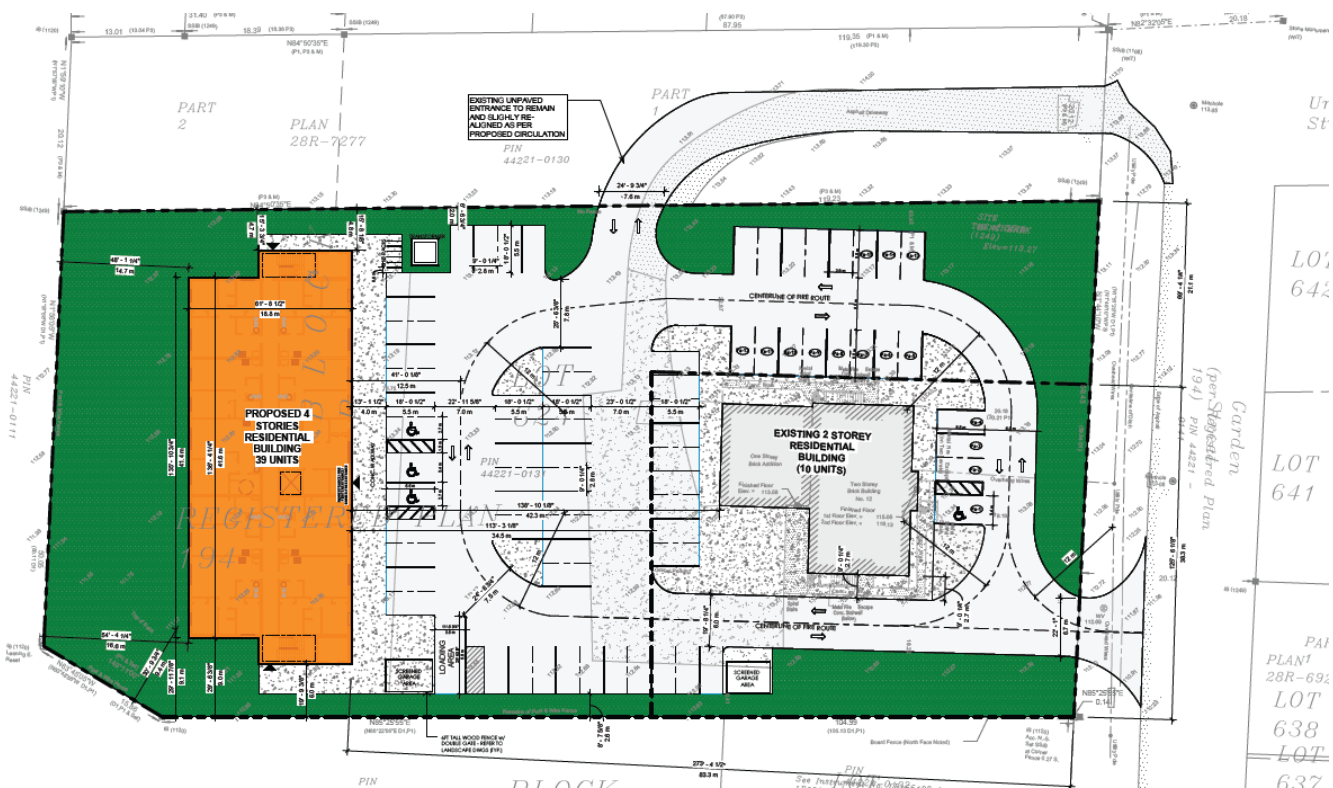


Figure 2: Site Plan

The existing site access from Union Street to the north is proposed to remain, with small changes to paving and alignment anticipated, while a new primary access from Garden Street is proposed at the south-west corner of the site. The site access represents the required fire route onto the site, providing access to the parking areas located across the lands. The proposed development features 72 parking spaces serving the two (2) buildings, located around the site to ensure functional vehicular movements can be accommodated. Additionally, the primary access and drive aisle intend to serve as the access for garbage trucks entering the site, accessing the proposed garbage storage areas along the southerly edge of the site.

1.4 Consent Applications

1.4.1 Overview & Application History

Two (2) active Consent applications are currently on hold with the United Counties of Leeds and Grenville. The original applications were submitted in relation to a previous iteration of the proposed development, but were revised in December 2025 to reflect the current proposed development. The current applications seeks to sever a portion of the lands, including the proposed apartment building, from the remainder of the lot, which will accommodate the rear building. These consents are for legal and financing purposes, and the lands and two (2) apartment buildings will continue to remain under the same management and will continue to operate as a comprehensive development. Reciprocal easements for access are proposed, as follows (shown in Figure 3):

- / Over the right of way and drive aisle on the retained parcel in favour of the severed parcel;
- / Over the drive aisles on the severed parcel in favour of the retained parcel for the purposes of general site circulation as well as fire access; and,
- / Over the parking spaces on the severed parcel in favour of the retained parcel, as deemed necessary for the purposes of the existing building's operation.

As part of the Zoning By-law Amendment Application, discussed below, a “One Lot for Zoning Purposes” provision is requested to apply to both the retained and the severed lot, addressing and zoning issues relating to the consent.

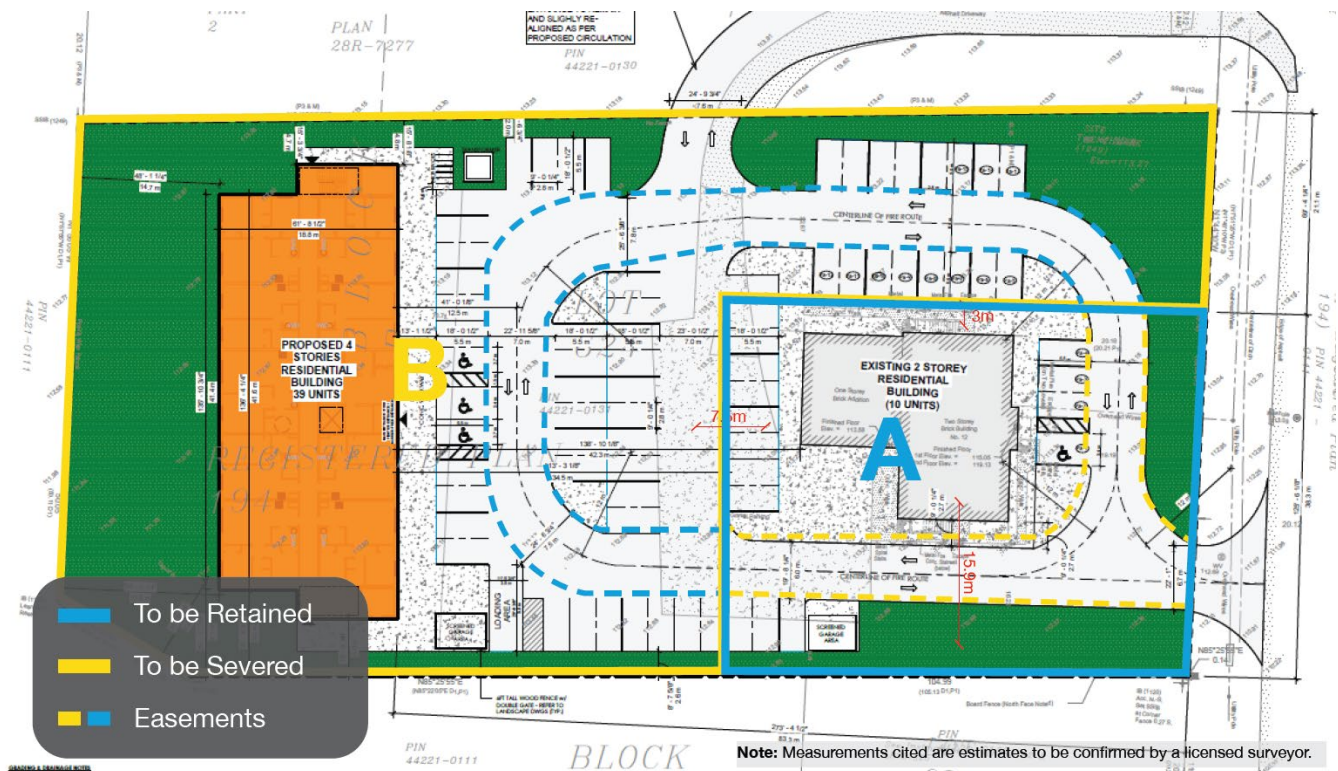


Figure 3: Graphic depicting the proposed severances and retained parcel.

Table 1: Severed and Retained parcel descriptions.

	Retained (“A”)	Severed Parcel “B” (Northern)
Parcel Frontage	38 metres	19 metres

	Retained ("A")	Severed Parcel "B" (Northern)
Parcel Depth	49 metres	119 metres
Parcel Area	1,927m ²	5,007m ²

Policy and Regulatory Context

2.1 Provincial Planning Statement (2024)

The Province of Ontario enacted a new Provincial Planning Statement (PPS) on October 20, 2024, which represents the consolidation of the previous PPS (2020) and the *Growth Plan* (2019) into a single comprehensive policy document. Included as part of the consolidation are several updates to the previous sets of policies, with a specific emphasis on growth targets and urban boundary expansion related to the provision of greater opportunities for housing across the province. All municipal development policies, documents and decisions must be consistent with the PPS, read in full, as of the date of enactment.

Policies that support the proposed Consent applications include:

2.1 Planning for People and Homes

6. Planning authorities should support the achievement of complete communities by:
 - a. accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs.

2.2 Housing

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

2.3.1 General Policies for Settlement Areas

1. Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.
2. Land use patterns within settlement areas should be based on densities and a mix of land uses which:
 - a. efficiently use land and resources;
 - b. optimize existing and planned infrastructure and public service facilities; and,
 - c. support active transportation.
3. Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.

2.9 Energy Conservation, Air Quality and Climate Change

1. Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:

- a. support the achievement of compact, transit-supportive, and complete communities.

The proposed Zoning By-law Amendment and Site Plan Control applications seek to facilitate the intensification of the subject lands within the Lansdowne Settlement Area, ensuring consistency with the applicable PPS policies. The proposed development represents an opportunity to establish additional housing opportunities within a defined Settlement Area, helping to diversify the housing mix available in Lansdowne, within a context-sensitive built form. The proposed development continues to reflect an efficient and appropriate use of the lands and therefore conforms to the policies of the PPS.

2.2 United Counties of Leeds and Grenville Official Plan

The United Counties of Leeds and Grenville Official Plan (UCLGOP) is the upper-tier municipal planning legislation governing the local planning authority of the ten (10) municipalities under its jurisdiction, including the Township of Leeds and the Thousand Islands. The Plan provides high-level guidance for planning and coordination across the Counties to ensure growth and conservation are accounted for in a cohesive strategy. The plan outlines the key goals guiding the policies detailed throughout the Plan, including the creation and fostering of healthy sustainable and complete communities, maximizing the quality of life for all residents, and encouraging diverse economic development according to the inherent traits of specific areas.

The UCLGOP focuses primarily on areas throughout the County that are not within a lower-tier municipality with their own Official Plan, primarily rural areas. The policies are therefore largely directed towards agriculture, the environment, and rural servicing. Issues related to urban settlement areas are, in large part, deferred to local member Official Plans.

The UCLGOP designates the subject site as “Urban Settlement” and broadly outlines specific policies guiding development and intensification in these areas. The Urban Settlement designation is limited to the built-up urban areas within Towns, as well as the lands designated for expansion.

The General Settlement Area Policies (Section 2.3.1) direct that settlement areas will be the focus of growth, to maximize infrastructure investment and preserve the rural area. Development patterns in settlement areas shall efficiently use land, resources, infrastructure and public service facilities, and promote healthy, sustainable communities through compact urban form and a range of land uses.

Urban settlement areas – including Lansdowne – are municipally serviced (policy 2.3.2 (c)), and the municipality must confirm availability of servicing capacity in alignment with Provincial guidelines before approving new development (Policy 6.3.1). Urban Settlement Areas will provide for a range of land uses and densities, a mix of housing types including affordable housing options and alternative housing forms, and will be designed to be walkable communities with consideration of opportunities for future public transit. Intensification is encouraged, taking into account existing building stock and the availability of suitable existing or planned infrastructure and public service facilities to accommodate projected needs, and in accordance with the intensification policies in Section 2.4:

- a) There are limited opportunities for intensification, and the Counties will encourage intensification within the existing built-up areas wherever feasible and appropriate and require that local municipalities include policies for intensification in the local municipal Official Plans;
- c) The Counties will encourage intensification within urban settlement areas and rural settlement areas that is of an appropriate scale and character. Intensification will be encouraged subject to other policies of this Plan, including the availability of servicing, and demonstration of compatibility with existing neighbourhoods;
- d) Local municipal Official Plans will identify appropriate locations and the type and form of intensification to be promoted. For the purposes only of measuring performance relative to the intensification target, local municipalities may measure intensification in a manner that includes any of the following:

- infill residential development and new residential development of vacant land or underutilized land in existing neighbourhoods.

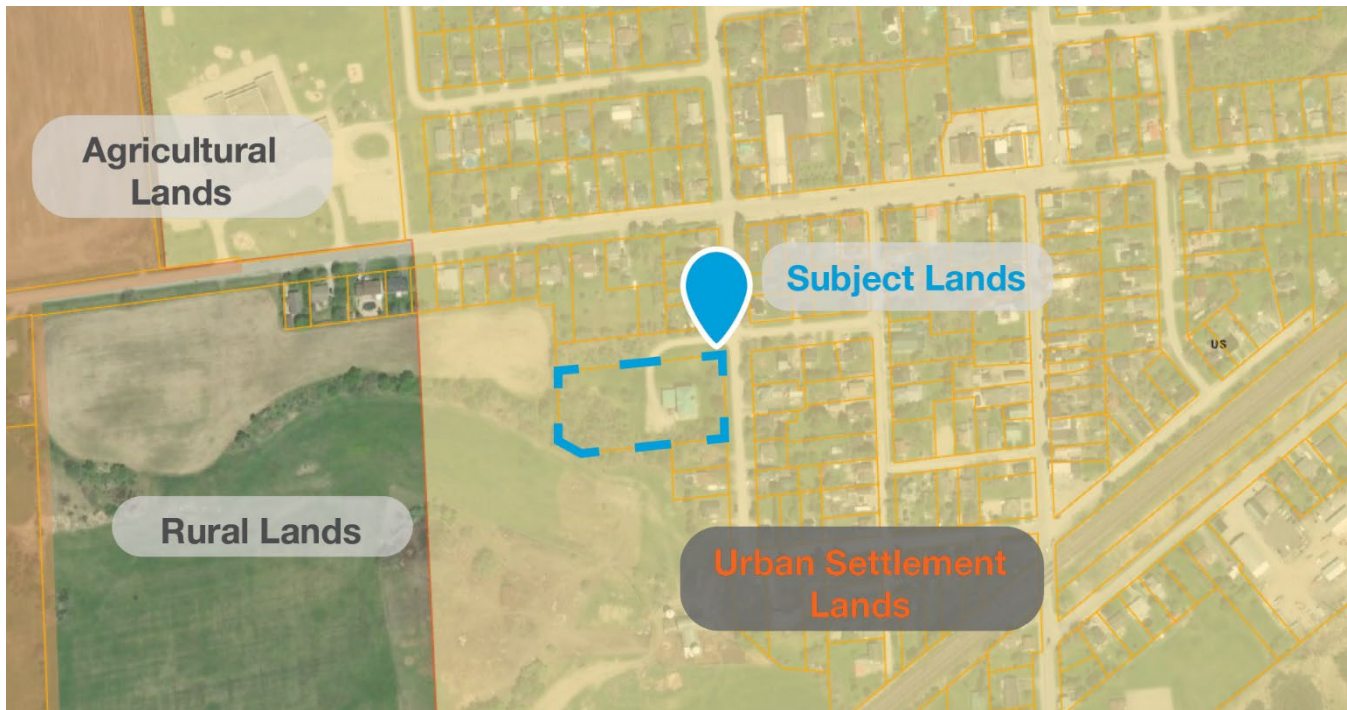


Figure 4: Schedule A - Community Structure and Land Use (Subject lands identified)

The UCLGOP seeks to coordinate and efficiently manage development across the County and guide the policies of lower-tier municipal Official Plans, aligning them with the overarching goals presented in this Plan. The subject lands are located within an Urban Settlement Area (Lansdowne), which specifies where intensification and development should be accommodated – the details of which are deferred to the lower-tier Official Plan of the Township of Leeds and the Thousand Islands. The policies of the UCLGOP relating to intensification and directed settlement growth are limited to high-level strategies that seek to ensure development takes place in appropriate locations with adequate access to community resources and the availability of municipal infrastructure servicing. The proposed development is shown to align with the policy guidance provided by the Official Plan through facilitating an intensification effort within a defined Settlement Area. The supporting plans and studies further emphasize the compatibility of this proposal through confirmation of adequate and available services to support the development.

2.3 Township of Leeds and the Thousand Islands Official Plan (2018)

The Township of Leeds and the Thousand Islands Official Plan (TLTIOP), approved by the United Counties of Leeds and Grenville in November of 2018, is a lower-tier Official Plan guided by the County-level Plan providing specific guidance related to the unique characteristics and environments found across the Township. The Plan's goal is to recognize the importance of the connection between local economic development and environmental protection in both rural and settlement areas.

The subject lands are designated “Multi-Residential” in the Township of Leeds and the Thousand Islands Official Plan.

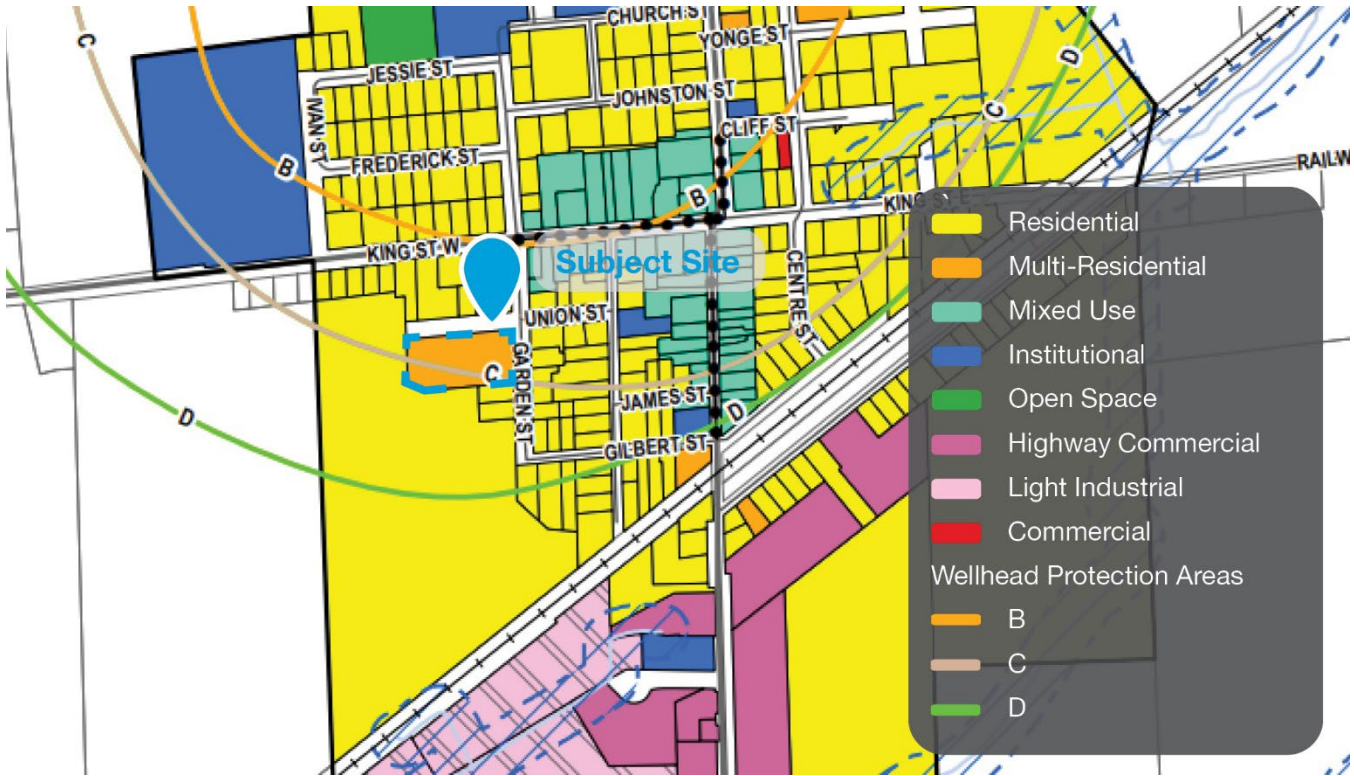


Figure 5: Schedule B1 - Land Use Designations Lansdowne (Subject site identified)

The Multi-Residential designation in the Lansdowne settlement area permits a range of residential types and densities where servicing is available and capable of supporting this intensification. The land use designation permits a range of housing types, including triplexes, townhouses, and low-rise apartments, as well as lower-density housing forms.

The applicable policies for new development related to the proposal on the subject lands are summarized below.

Policy 2, Section 4.6.1 of the TLTIOP sets out General policies for assessing the compatibility of new development. The policies shall be evaluated against the policies to ensure that new development is respectful of the existing context, while recognizing the role of planned development within the Township. the applicable policies are as follows:

- a) Height and massing: Building height, massing, and scale should be assessed based on the planned or existing uses of adjacent properties, as well as the character established by the prevailing pattern of abutting development and development that is across the street;

The proposed building is four storeys, which is permitted already on the subject property. A modest increase in permitted height under the Zoning By-law – from 12 metres to 13.8 metres, remains compatible with the established character, particularly given generous building setbacks.

- b) Landscaping: Landscaping may be required as a buffer between uses and shall be of a sufficient depth as determined through the Zoning By-law;

The proposed landscaping adjacent to the residential use to the south has been respects and provides adequate separation and buffering, in line with the Zoning By-law requirements.

- c) Lighting: The potential for light spill over or glare onto adjacent light-sensitive areas or the sky must be minimized;

Site lighting has not been finalized at the time of Site Plan Control submission but will be designed to minimize light spillover and glare.

- d) Noise and air quality: The development should be located and designed to minimize the potential for significant adverse impacts on adjacent sensitive uses related to noise, odours, and other emissions;

The proposed development is residential in nature and is not anticipated to have noise or air quality impacts on adjacent residential development.

- e) Outdoor amenity areas: The privacy of outdoor amenity areas of adjacent residential units must be respected;

The area available for outdoor amenity space has been oriented in a manner which respects adjacent residential properties and their private amenity space.

- f) Parking: Adequate on-site parking must be provided in accordance with the provisions of the Zoning By-law, with minimal impact on adjacent uses. For higher density development within settlement areas, the Township may consider permitting reduced standards for on-site parking, or off-site parking, where accommodation of on-site parking is not possible;

A Traffic Review Memo has been prepared by CGH Transportation, demonstrating that the parking proposed as part of this Zoning By-law Amendment is not anticipated to result in undue adverse impacts on the future residents, visitors, or surrounding area.

- d) Safety: The development should be designed with the principles of Crime Prevention Through Environmental Design (CPTED) and other best practices, to ensure that opportunities for crime and threats to public safety are reduced or minimized.

The proposed development is consistent with the principles of CPTED, and increases passive oversight of the subject lands.

- h) Setbacks: Prevailing patterns of rear and side yard setbacks, building separation, landscaped open spaces, and outdoor amenity areas as established by existing zoning where the proposed pattern is different from the existing pattern of development;

The proposed development generally conforms to the provisions of the Zoning By-law as it relates to yard setbacks. Several areas of relief related to setbacks have been requested as part of this proposal. The requested relief pertains to the areas directly adjacent to Union Street, representing a future public road. The proposed reductions are not anticipated to detract from the prevailing built form pattern found within Lansdowne.

- i) Shadowing: Shadowing on adjacent properties must be minimized, particularly on outdoor amenity areas;

The proposed building height represents a modest increase relative to the current Zoning By-law provisions. The limited extent of this increase, coupled with greater interior side yard setbacks, mean that the building is therefore not anticipated to result in significant shadowing impacts. Further, the proposed building has been sited on the lands in a manner so as to minimize the as-of-right shadowing on adjacent properties.

- j) Traffic impacts: The road network or waterbody in the vicinity of the proposed development can accommodate the vehicular or boat traffic generated;

The provided Traffic Review Memo highlights the ability of the existing road network infrastructure and proposed transportation infrastructure to adequately support the proposed development.

- k) Transition: The need to provide a transition between areas of different development intensity and scale, including through the use of incremental changes in building height, massing, setbacks and stepbacks; and,

Through the siting of the proposed building at the rear of the lands, a transition is provided towards adjacent lower-scale residential properties and uses.

- l) Vehicular access: The location and orientation of vehicle access must take into account impact on adjacent properties including noise, glare, and loss of privacy, as well as safety of pedestrians and pedestrian access.

The proposed development seeks to establish a formalized vehicular access along Garden Street, improving upon the existing condition on the lands. Further, the Traffic Review Memo identifies that the internal circulation routes and site access are capable of safely serving the proposed development.

Section 5 of the TLTIOP establishes six goals for the Lansdowne Urban Settlement Area. The following goals relate to the proposed development:

1. Preserve the existing character of the village.
3. Encourage denser development and infill on existing municipal services, where appropriate.
5. Promote a diversity of low density and higher-density housing options.

The proposed development locates a second low-rise apartment building on the same lot as an existing apartment building and providing denser development on municipal services, increasing the diversity of higher-density housing options, while maintaining the existing village character.

Section 5.8.2, General Land Use Policies, contains the following relevant servicing policy:

3. [...] Lansdowne shall be developed on the basis of municipal piped water supply and sewage disposal systems. [...]

Section 5.8.2.1 addresses the Residential Designation in Settlement Areas:

2. In the Multi-Residential designation in Lansdowne, where municipal services are currently available, densities may be increased to allow a range of residential types, including triplexes, townhouses, and low-rise apartments;
5. In reviewing development applications, the Township shall ensure that proposed intensification and redevelopment is compatible with surrounding uses, in accordance with the Compatibility and Built Form Section of this Plan;
6. New residential development will be encouraged to occur by registered plan of subdivision or condominium, especially where new public roads are being created. In other instances, development may proceed by the consent process. Residential development proposals will not be recommended for approval unless:
 - a. Soil and drainage conditions are suitable to permit the proper siting of buildings; and
 - i. Connection to piped services is undertaken in accordance with Township requirements[.]
 - b. Access can be provided directly to a public road which is of a standard of construction capable of permitting access by school buses, ambulances, fire trucks, and other essential service vehicles;

- d. The minimum lot areas are appropriate for the uses proposed, and in accordance with the requirements of the Zoning By-law.
- 7. In recognition of the future needs of the population, new residential development should provide opportunities for affordable housing, as well as housing suitable for an aging population and persons with disabilities, in accordance with the policies of the Housing and Supply of Land Section of this Plan;
- 9. The maintenance and improvement of existing residential buildings shall be encouraged.

The applicable policies of the TLTIOP outline the goals and strategies for development within the township, highlighting the unique priorities of rural and settlement areas. The Plan designates the subject lands as “Multi-Residential” within the Lansdowne Settlement area which includes specific policies related to the types of dwellings permitted and the municipal servicing requirements. The designation permits a range of higher-density dwelling types including low-rise apartments, triplexes, and townhouses. The Plan highlights the requirements for new development subject to servicing capacity, the minimization of negative impacts on adjacent land uses, and the compatibility with the existing community. The proposed development conforms to the policies of the Official Plan as it relates to the proposed use, built form, transition, and servicing availability, per the conclusions of this report and the findings of the supporting materials submitted as part of these applications.

Several policies of the TLTIOP also address land use compatibility more specifically.

Notwithstanding that the subject property is in proximity to an existing livestock facility, the MDS I and II do not apply within Settlement Areas, as noted by Policy 3 of Section 4.6.4 of the TLTIOP.

Section 4.6.6, Railways, contains the following policies relating to the subject property:

- 2. Sensitive land uses shall be discouraged adjacent to or in proximity to rail facilities.
- 3. All proposed development of residential or other sensitive land uses within 300 metres of a railway right-of-way shall be required to undertake noise studies, to the satisfaction of the Township in consultation with the appropriate railway, and shall undertake appropriate measures to mitigate any adverse effects from noise that are identified. All available options, including alternative site layouts and/or attenuation measures, shall be thoroughly investigated and implemented, if practicable, to ensure appropriate sound levels are achieved, particularly with respect to the 55 dBA outdoor living area criterion.

Section 4.14 reiterates the requirement for a noise study within 300 metres of a rail line.

A large part of the Lansdowne Settlement Area is within 300 metres of the CN rail line. The subject lands are setback 216 metres from the rail line. A noise study has been completed by Paterson to assess potential noise impacts from rail operations. Noise levels were analyzed to fall below thresholds specified for the Ministry of Environment, Conservation and Parks, and no mitigation is required.

Section 6.1.3 of the TLTIOP addresses Stormwater Management. Policy 2 states that:

Adequate on-site stormwater quality and quantity controls shall be provided in support of new development proposals, excluding agricultural uses. Stormwater facilities and treatment systems shall be planned and designed in accordance with the Ministry of the Environment, Conservation and Parks’ Stormwater Management Planning and Design Manual, and according to the requirements of other agencies having jurisdiction. The Stormwater Management Plan shall include provisions for minimizing changes in water balance and erosion; reduce risks to human health and property damage, maximize the extent and function of vegetative and pervious surfaces; and promote stormwater best practices.

A stormwater management approach addressing site quantity and quality controls is enclosed.

2.4 The Corporation of the Township of Leeds and the Thousand Islands Zoning By-law (No.07-079)

The subject lands are zoned **Second Density Residential – Lansdowne Zone (R2)**. This zone permits the following uses:

- / Apartment dwelling;
- / Boarding house;
- / Row house; and,
- / Triplex dwelling.

Lower-density R1 uses are also permitted according to the associated provisions set out in the R1 zone.

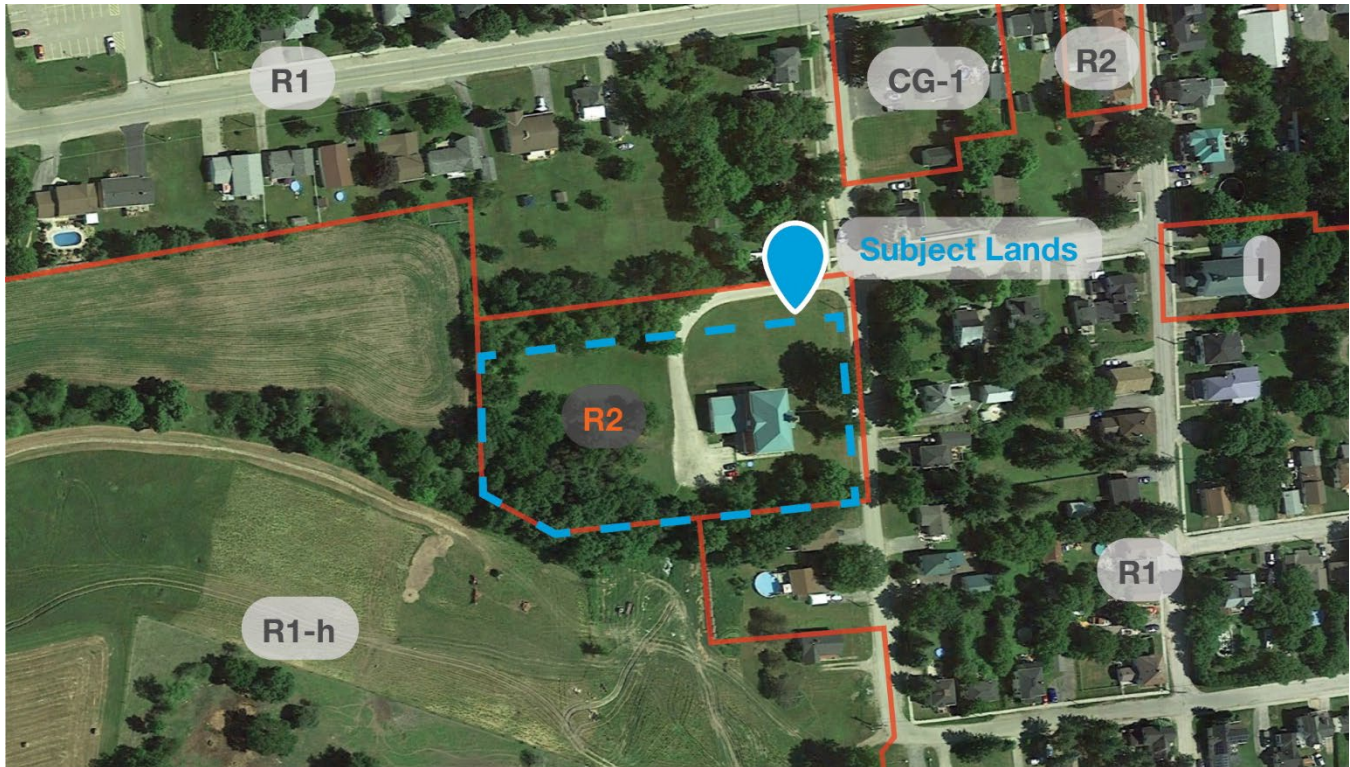


Figure 6: Zoning map. (subject lands depicted)

The intent of this application is to facilitate the development of a four (4) storey low-rise apartment at the rear of the lands. The following table summarizes the zoning requirements applicable to the proposed development:

Table 2: Zoning standards applicable to the proposed apartment building.

Zoning Mechanism	Requirement	Proposed	Conformity
Minimum Lot Frontage	18.0 metres	18.0 metres	Yes
Minimum Lot Area	200.0m ² / unit for each of first 4 units plus 150m ² for each additional unit $200 \times 4 + 150 \times 45 = 7,550$ square metres	6,933 m ²	No
Minimum Rear Yard Setback	7.5 metres	14.7 metres	Yes
Minimum Interior Side Yard Setback	3.0 metres	6 metres	Yes

Zoning Mechanism	Requirement	Proposed	Conformity
Minimum Exterior Side Yard Setback	7.5 metres (+10 metres from centreline)	4.7 metres	No
Minimum Setback from Township Streets	10 metres + minimum required setback	Union Street: 10 metres + 4.7 metres	No
From Private Right of Way	10 metres	N/A	Yes
Maximum Building Height (m)	12.0 metres	13.8 metres	No
Maximum Lot Coverage	35%	17.3%	Yes
Maximum Density	75 units per hectare	70 units per hectare	Yes
Minimum Landscaped Open Space	35%	30.7%	No
Minimum Parking Requirements	1.5 parking spaces per dwelling unit, or a minimum of 15% shall be reserved for the exclusive use of visitors $49 \times 1.5 = 74$ spaces	72 spaces	No
Parking Space Dimensions	Minimum 2.75*5.5 m	2.8*5.5 metres	Yes
Drive Aisle Width	Minimum 6 m, maximum 9 m	6.0-7.6 metres	Yes
Landscape Buffering for lots with 4+ spaces	Abutting residential zone: minimum 3 metre buffer, or 1 metre buffer with fence Abutting a street: 3 metres	Abutting R: 2.6 metres + fence Abutting Garden Street: ~ 5 metres Abutting Union Street: 2 metres	No
Accessible Parking	4% of required spaces, with equal numbers of Type A and Type B $74 \times 0.04 = 3$ spaces	4 spaces	Yes

3.0 Zoning By-law Amendment

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3.1 Purpose & Overview

The proposed Zoning By-law Amendment application seeks to facilitate the development of a four (4) storey, low-rise apartment building and associated facilities on the subject lands. The proposed development does not comply with several provisions of the Zoning By-law, as outlined in the previous section of this report. This application is seeking relief from several areas of the Zoning By-law.

The areas of requested relief are as follows:

Section	Provision	Requirement	Proposed
5.2(b)(ii)	Minimum Lot Area	7,550 square metres	6,933 m ²
5.2(b)(ii)	Minimum Exterior Side Yard Setback	7.5 metres (+10 metres from centreline)	4.7 metres
5.2(b)(ii)	Maximum Building Height	12.0 metres	13.8 metres
3.32(iv)	Minimum Setback from Township Streets	10 metres + minimum required setback	Union Street: 10 metres + 4.7 metres
5.2(b)(ii)	Minimum Landscaped Open Space	35%	30.7%
3.26(a)	Minimum Parking Requirements	1.5 spaces / unit (74 spaces)	1.46 spaces / unit (72 spaces)
3.26(h)(i)	Landscape Buffering for parking lots with 4+ spaces	Abutting a street: 3 metres	Abutting Union Street: 2 metres

Additionally, this application seeks to establish a “one lot for zoning purposes” provision over the subject lands. Should the concurrent Consent application be approved, resulting in the severance of a portion of the parcel, the proposed provision intends to recognize the continued, shared operational realities of both buildings on the lands into the future. While it is the intention of the owner to retain ownership over both parcels, joint use and maintenance agreements between both parcels shall be established to recognize the shared services and functionalities across the entirety of the lands.

3.2 Proposed Zoning By-law Amendment & Rationale

3.2.1 Minimum Lot Area

The proposed development seeks to allow for a reduced lot area of 6,933m², whereas the Zoning By-law requires a minimum lot area of 7,550m² in order to accommodate 49 dwelling units on the lands – recognizing the existing 10-unit apartment on the lands.

The reduced lot area seeks to recognize the proposed intensification efforts on the lands, while ensuring that the proposed density remains within the range anticipated by the Zoning By-law. Several other measures are implemented through the Zoning By-law to recognize density thresholds, including building height, lot coverage, and maximum density (units per net hectare). As the proposed development continues to comply with the aforementioned provisions of the Zoning By-law, the minor relief related to minimum lot area does not represent a significant departure from the Township’s anticipated densities on the site. Additionally, through the coordinated operation of the lands, in conjunction with the existing 10-unit apartment on the lands, the lands are shown to remain functional from a transportation and servicing perspective despite the reduced lot area.

The subject lands are located within the Lansdowne Settlement Area which is anticipated to accommodate the proposed intensification, being close to existing amenities and available servicing connections, while ensuring adequate buffering and transition are considered. The increased density on the lands is contemplated by Section 5.8.2.1, Policy 2 of the TLTIOP, which states that In the Multi-Residential designation in Lansdowne, where municipal services are currently available, densities may be increased to allow a range of residential types, including triplexes, townhouses, and low-rise apartments. The modest reduction in minimum lot size will facilitate a rental development that will increase the range of housing options within the Township of Leeds and the Thousand Islands, which has a homeownership rate of over 91%.

3.2.2 Exterior Side Yard Setback & Landscape Buffering along Union Street

The proposed development features reduced setbacks and landscape buffering along the Union Street frontage to the north of the site. The current condition along this interface, being an unopened right-of-way, is not anticipated to be impacted by the proposed development as there is currently no existing pattern of development along this streetscape. The encroachment of the building into the required yard is mitigated in part by the notched building design as well as the orientation of the building which places only a portion of the narrow end of the building within the required setback. The proposed development continues to respect the required setback along most of the frontage and is therefore not anticipated to present any greater impacts on the streetscape from those permitted by an as-of-right development on the lands.

Under the Zoning By-law, the Union Street frontage is treated identically to an opened and dedicated municipal right-of-way, though Union Street remains unopened and unimproved. In the future, should Union Street be opened as a municipal right-of-way, the proposed interface is not anticipated to present an undesirable condition. The proposed setbacks and landscaping continue to generally align with the purpose of the Zoning By-law, while allowing for the site to develop in an efficient manner and provide the necessary parking provisions on the lands. Further, the existing access from Union Street currently serving the lands would likely be modified in this scenario, ensuring that the subject lands and proposed development interact directly with the new right-of-way and frontage, establishing a street presence and relationship to the new opened right-of-way.

3.2.3 Maximum Building Height

The proposed low-rise apartment building features a building height of 13.8 metres, whereas the Zoning By-law establishes a maximum building height of 12.0 metres in the R2 zone. The proposed height accommodates a four (4) storey built form generally within the as-of-right building envelope, with minor relief. The additional 1.8 metres is required in order to accommodate the proposed building with appropriate and desirable floor-to-ceiling heights. The additional building height is not being requested to accommodate any further density on the lands than would otherwise be permitted within a 12-metre-high building but rather is a result of site-specific conditions.

The requested relief is not anticipated to result in undue impacts on adjacent properties as the proposed building is setback on the lands and does not directly interface with the abutting properties to the north or south of the site. It has also been noted in this Planning Rationale that the proposed development is shown to conform to the policies of Section 4.6.1, specifically Policy 2 which speaks to the compatibility of new development. In evaluating the proposed development against the overarching intent of the R2 zone, as well as the policies of the Official Plan, the proposed building height represents a minor encroachment, helping to facilitate the development of a context-sensitive built form in a manner which respects the adjacent low-rise residential area.

3.2.4 Minimum Parking Requirement

The proposed development features 72 parking spaces serving the overall development, whereas the Zoning By-law requires a minimum of 1.5 spaces per unit, or 74 parking spaces. The proposed reduction does not represent a significant departure from the requirements of the Zoning By-law and is not anticipated to result in a significant impact on the operational viability of the development, nor any undue impacts on the surrounding street parking network. The Transportation Review Memo provided in support of this application identifies that the proposed parking provisions do not

present any anticipated negative impacts on the site's functionality, further recognizing the reasonable nature of this requested relief.

3.2.5 Landscaped Open Space

The proposed development features approximately 30% landscaped open space across the lands, while the Zoning By-law requires a minimum of 35%. The reduced landscaped area is generally resultant from the parking provisions required through the Zoning By-law. While this Zoning By-law Amendment seeks to further reduce the requirements related to parking, the provision of adequate vehicular movements, circulation, and fire routes has resulted in the requirement to provide additional paved surfaces. The proposed development seeks to balance the priorities of the Township while also ensuring the safe and functional operation of the development. Through sufficient stormwater management measures, the provision of large areas of landscaping at the front and rear of the site, the proposed relief represents a small reduction in order to accommodate a viable intensification opportunity within the Lansdowne Settlement Area.

3.3 Proposed Site-Specific Exceptions

The proposed site-specific exception is as follows:

5.2(d) – R2-1: 12 Garden Street, Lot 624 and Part of Block P, Registered Plan 194, Village of Lansdowne, Township of Leeds & the Thousand Islands, County of Leeds, and comprising All of PIN 44221-0131 (LT)

- a) *The lands located within the R2-1 zone are considered one lot for the purposes of zoning; and,*
- b) *Notwithstanding anything contained in this By-Law to the contrary, on lands zoned R2-1, the following provisions shall apply:*

<i>Minimum Lot Area</i>	<i>6,933m²</i>
<i>Minimum Exterior Side Yard Setback</i>	<i>4.7 metres</i>
<i>Minimum Setback from Township Streets</i>	<i>10 metres from the street centreline + 4.7 metres</i>
<i>Maximum Building Height</i>	<i>13.8 metres</i>
<i>Minimum Landscaped Open Space</i>	<i>30.7%</i>
<i>Minimum Parking Requirements</i>	
<i>Apartment Dwelling</i>	<i>1.46 spaces per unit</i>
<i>Landscape Buffering for parking lots with 4+ spaces</i>	
<i>Abutting Union Street</i>	<i>2 metres</i>

Conclusion

In our professional opinion, the proposed Zoning By-law Amendment and Site Plan Control applications to facilitate the development of a four (4) storey apartment building in the Village of Lansdowne constitutes planning and is in the public interest.

Please do not hesitate to contact the undersigned at saunders@fotenn.com and aird@fotenn.com with any questions or requests for additional material. Please advise us in writing of the timelines for the technical circulation of the application materials at your earliest convenience.

Sincerely,



Evan Saunders, RPP MCIP
Planner



Bria Aird, RPP MCIP
Senior Planner