



86 John Street, Brockville
Planning Justification Report
Zoning By-law Amendment
December 20, 2023



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1.0 Introduction

1.1 Introduction

Fotenn Planning + Design has been retained by Mirabel Consulting Inc. to prepare this planning justification report in support of an application for zoning by-law amendment at 86 John Street in the City of Brockville. The purpose of this application is to permit the intensification of an existing mixed-use building and address performance standards for the property. The proposed development seeks to establish four (4) residential dwelling units within the existing built form achieved through interior renovations and upgrades. The property currently features two (2) residential units on the top floor, and commercial space(s) within the main floor and ground floor, respectively. The development will seek to improve landscaping and streetscape aesthetic without substantially altering the exterior of the existing building.

Pre-application meetings were conducted with municipal staff on July 26, 2022, and August 23, 2022, which identified the application requirements. Accordingly, the following are submitted in support of the application:

- / Preliminary Floor Plans and Architectural Elevations;
- / Application fee(s);
- / Completed Application forms; and
- / This Planning Rationale.

The purpose of this report is to assess the appropriateness of the proposed development and the requested amendments in the context of the surrounding community and policy and regulatory framework applicable to the property.

1.2 Development Applications

The site is designated Neighbourhood Area on Schedule 1 of the City of Brockville's Official Plan and zoned General Residential – R4 Zone in the City of Brockville Zoning By-law 050-2014.

While the Neighbourhood Area designation and General Residential 4 zone broadly permits residential uses, including a maisonette dwelling, the proposed conversion of the existing built form requires specialized performance standards. It is therefore necessary to rezone the site to a site-specific General Residential - R4 Zone to address appropriate performance standards for the site and proposed development. The zoning by-law amendment also seeks to included permission for a co-living unit which is further described within this report.

2.0 Surrounding Area and Site Context

The site is located at 86 John Street in the City of Brockville. The site is located north of the downtown area and is bound by residential development with the exception of the Brockville Fire Department Station 1 west of the site, and St. Francis Xavier Catholic School located southeast of the site. The site has an area of approximately 275.6 square metres with approximately 12.5 metres of frontage on John Street and approximately 22 metres of frontage on James Street. The site is currently developed with a multi-unit mixed-use building.

The surrounding area is characterized by residential dwellings and institutional uses, as well as open space areas and commercial uses. The residential composition of the neighbourhood consists primarily of one- and two-storey detached dwellings with two-storey multi-unit dwellings transitioning towards King Street West. The site is located in proximity to various open space areas, including Brock Street Park, Pilgrim Park, Perth Street Park, and George Street Park.

The site is also in close proximity to the Downtown & Central Waterfront Area which represents the broadest diversity of land uses and greatest level of activity to maintain and enhance the historical character and culture of the City of Brockville.



Figure 1: Surrounding Area Context (Source: Ontario AgMaps, annotated by Fotenn)

The site does not offer vehicular access or on-site parking. Bicycle parking will be introduced on the site to encourage active transportation use. Enhanced landscaping is also proposed on the site to improve amenity space available to tenants.

Sidewalks are present along both sides of John and James Street, respectively. The site is serviced by City of Brockville Transit, with transit stops located within 150 metres of the site. Red, Blue and Evening transit routes operate along William Street and Church Street/Perth Street in close proximity to the site.



Figure 2: Site Context – Aerial (Source: KMaps)

The following uses are located immediately adjacent to the subject site:

- North: Residential (single-detached dwelling)
- East: Residential (single-detached dwelling)
- South: Residential (single-detached dwelling)
- West: Institutional (Fire Department Station)

2.1 Proposed Development

The applicant is seeking to convert the existing mixed-use building for a total of four (4) dwelling units comprised of three, 3-bedroom units, and one 6-bedroom unit. The internal conversion and development would result in the establishment of a masonette dwelling which is a permitted use within the R4 zone category. It is proposed that up to 50% of the units (e.g., up to 2 dwelling units) will be rented in a co-living arrangement to achieve greater affordability for prospective tenants. This tenure model is not currently contemplated in the zoning by-law, and as such relief and permission is being requested through the application. The proposed development seeks to establish attainable rental housing units within an existing building just outside of the downtown core that is close to amenities such as transit and commercial businesses.

Limited exterior alterations to the existing building are proposed for the property, primarily comprising of enhanced landscaping on the site and recladding of the building. Proposed landscaping improvements and amenity space shown within Figure 3 would be subject to city support to enhance this area which is within the municipal right-of-way. A subsequent request may be provided to the city for further consideration to encroach into the municipal right-of-way to provide an improved and functional landscaped amenity area along James Street which is currently occupied by existing plantings. The proposed encroachment does not represent relief or permission requested through the application.

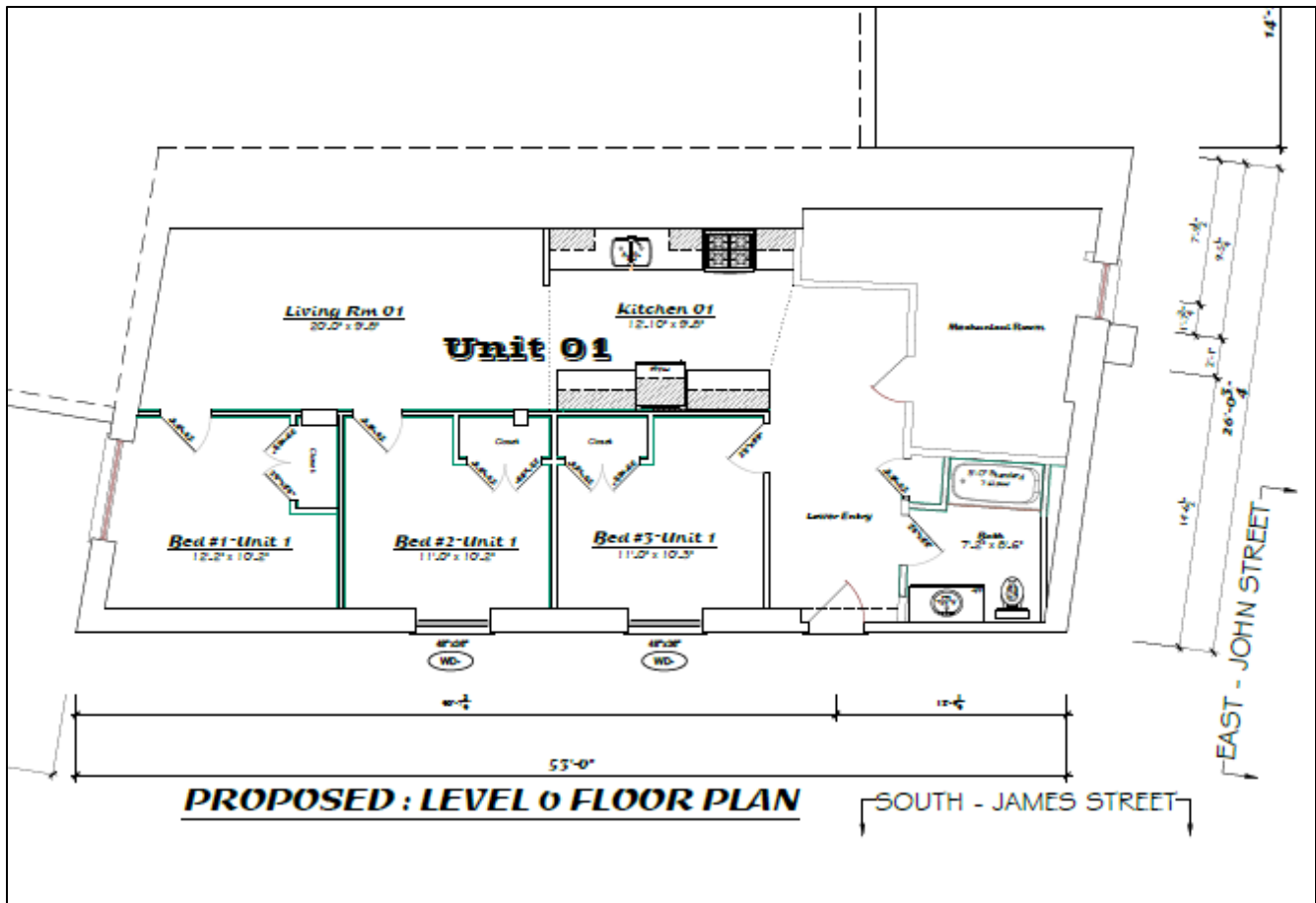


Figure 5: Floor Plan, Basement (Source: Annable Designs)

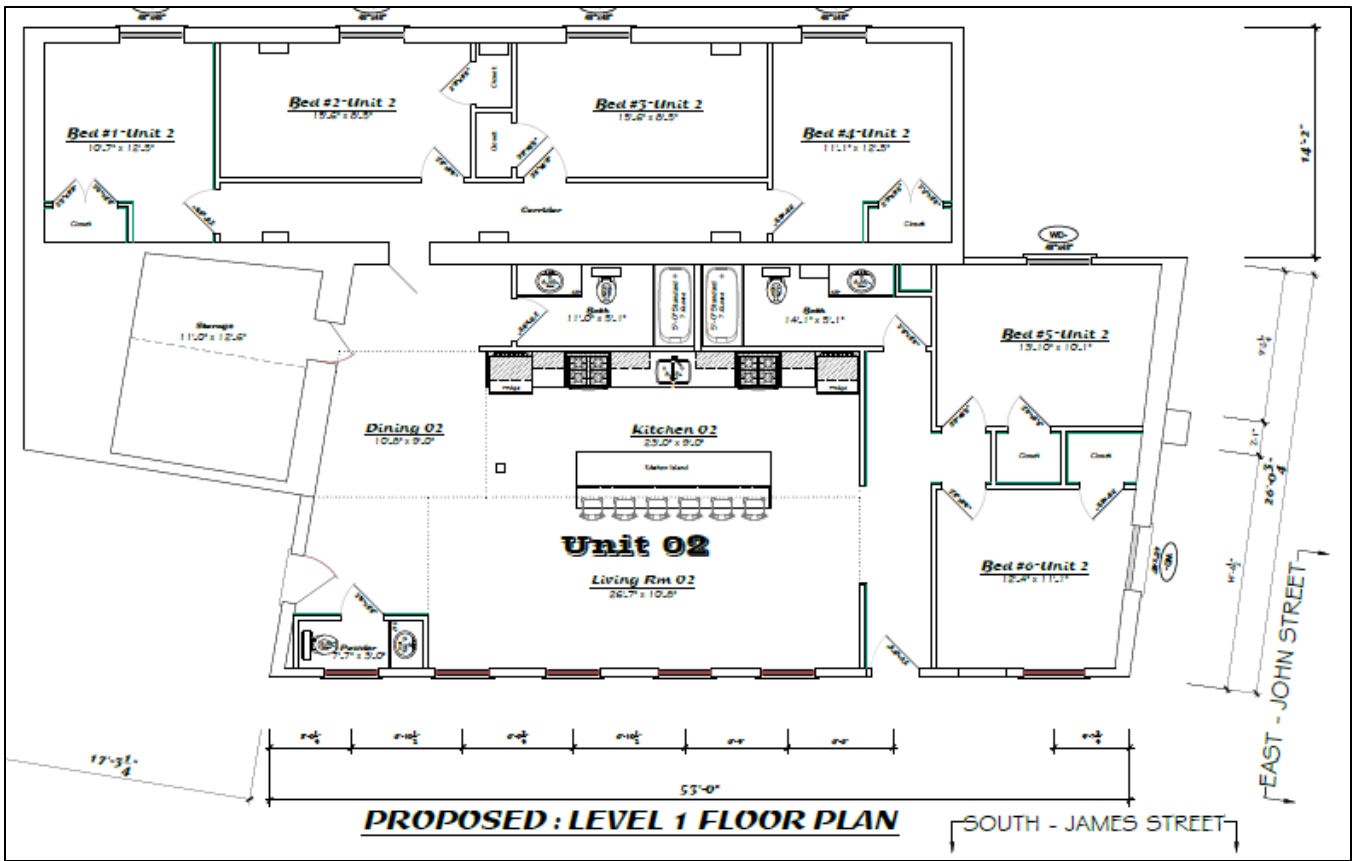


Figure 6: Floor Plan, First Floor (Source: Annable Designs)

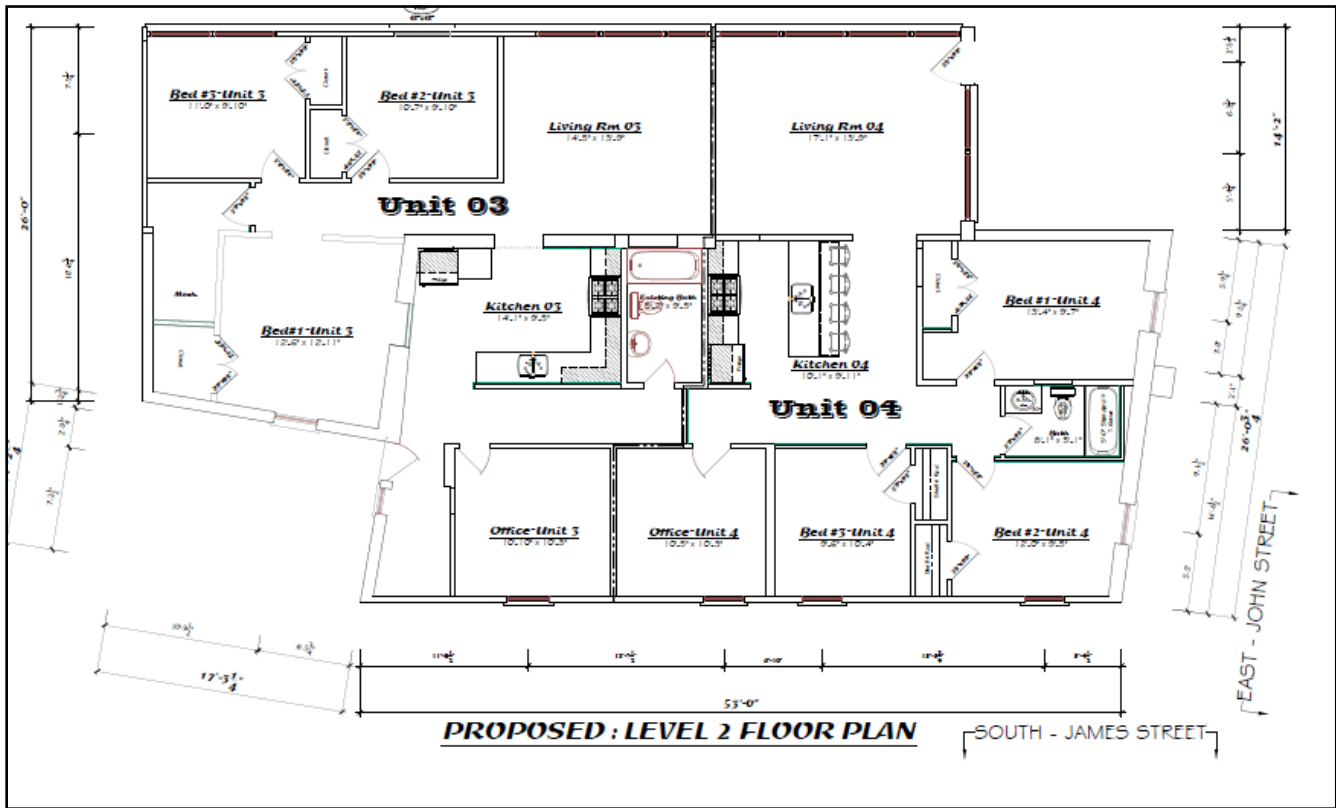


Figure 7: Floor Plan, Second Floor (Source: Annable Design)

3.0 Policy and Regulatory Framework

3.1 Provincial Policy Statement, 2020

The 2020 Provincial Policy Statement (PPS) provides high-level land use policy direction on matters of provincial interest as they relate to land use planning and development in Ontario municipalities. Decisions of municipal councils must be consistent with the PPS, which provides direction for issues such as the efficient use of land and infrastructure, the protection of natural and cultural heritage resources, maintaining a housing stock that appropriately addresses the demographic and economic diversity of households, supporting long-term economic prosperity, and preserving natural resources for future uses. PPS policies that are directly relevant to the proposed development are discussed below, with policies cited in *italics*:

Section 1.0 – Building Strong and Healthy Communities

Section 1 of the PPS provides direction for the creation of strong and healthy communities. The efficient use of land is supported through sustainable development patterns which consider the needs of communities, the environment, public health and safety, and economic growth. This section will address those policies which are relevant to the proposed development.

Section 1.1.1 of the PPS addresses healthy, liveable and safe communities, which are sustained by:

- a) *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*

The proposal seeks to intensify a developed site in the City's Urban Boundary by adding an additional unit and converting one vacant unit within the existing built form, thereby promoting an efficient land use pattern.

- b) *accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*

The proposal will result in one additional unit for the site, and through internal conversions and alterations will provide for a total of four (4) dwelling units within the existing built form. The proposal will add to the mix of residential types and tenures within the community while also increasing the number of rental dwelling units available, which collectively contribute to accommodate more attainable and affordable housing options.

- c) *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*

There are no anticipated risks to public health or safety as a result of the proposal.

- d) *avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*

The proposal will not result in or require the expansion of the settlement area.

- e) *promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*

The proposal represents intensification of a developed site within the settlement area. This type of intensification mitigates the potential need to expand the settlement area unnecessarily, making use of existing municipal infrastructure. Intensification of residential uses adjacent to existing residential uses and in proximity to nearby commercial and employment uses, as well as public transit and community facilities such as parkland, will contribute to the efficient use of transit investments, municipal infrastructure, and reduce the need for consumption of additional land.

- f) *improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*

The proposal will comply with the Accessibility for Ontarians with Disabilities Act (AODA).

- g) *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*

Existing municipal services and infrastructure are sufficient for the needs of the proposed development.

- h) *promoting development and land use patterns that conserve biodiversity; and*

The proposal represents intensification of the existing built form, which makes efficient use of land.

- i) *preparing for the regional and local impacts of a changing climate.*

The proposal represents intensification of an existing residential lot that supports active transportation and transit use, reducing automobile dependency while making use of existing building stock.

Section 1.1.3.1 requires that settlement areas be the focus of growth and development. The site is located within the urban boundary, which is the designated growth area. The proposed development will result in one additional unit, which will increase the total number of units on the site to four (4), making efficient use of infrastructure within the urban area.

Section 1.1.3.2 of the PPS requires that land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) *efficiently use land and resources;*
 b) *are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*

The intensification of this site will more efficiently use available land and infrastructure within the urban boundary by increasing the number of units in an area with available municipal services. As the site is within walking distance of parkland and transit routes, the proposal is also expected to increase the number of residential units served without requiring expansion to existing facilities and services.

- c) *minimize negative impacts to air quality and climate change, and promote energy efficiency*
 d) *prepare for the impacts of a changing climate;*

The proposal represents intensification of the existing built form, which makes efficient use of land. Increased density in this location will encourage use of existing and planned public transit services, as well as active transportation infrastructure which can collectively help reduce vehicular dependency.

- e) *support active transportation;*
 f) *are transit-supportive, where transit is planned, exists or may be developed; and*

The site is serviced by City of Brockville Transit red, blue, and evening routes. Sidewalks are present on both sides of John and James Streets. Increasing the number of residential units at this location is intended to support active transportation and transit use.

Section 1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

The proposal represents intensification, facilitated through redevelopment, of an existing building without requiring significant alterations or expansion to the existing building envelope. There are no anticipated risks to public health or safety as a result of the proposed development.

Section 1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

The proposed development represents intensification of the existing compact built form. The site is within a predominantly residential area in proximity to commercial and employment uses, as well as being within walking distance of transit, parkland and schools. The proposal will accommodate a mix of densities in an existing built-up area and will represent an efficient use of land through the proposed intensification of the site.

Section 1.4 of the PPS includes policies dealing with the provision and supply of housing. Section 1.4.1 and 1.4.2 deal with ensuring an adequate supply of housing is provided and this policy is regularly reviewed and assessed by the City. Section 1.4.3 deals with the nature of housing to be provided, and states:

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

b) permitting and facilitating:

- a. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
- b. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*

The proposal seeks to effectively utilize the existing built form by increasing the number of dwelling units through internal conversion. The development will provide an increase of rental options, including co-living opportunities, in the City of Brockville. The proposed development represents an efficient use of land within the urban boundary which can be accommodated by existing municipal infrastructure. The development is an appropriate form of intensification within a settlement area that seeks to help meet the housing needs of future and current residents.

c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;

The proposal will utilize existing and available municipal services and infrastructure to support the proposal. Also, the site is in proximity to public service facilities including schools, parks, and public transit.

- d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*
- e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and*

The proposal will promote housing density which efficiently uses lands, resources, infrastructure, and public service facilities. The proposed intensification of the site will result in medium density residential development which will be supported by transit and active transportation infrastructure in proximity to the site.

Section 1.6 addresses Infrastructure and Public Services Facilities.

Section 1.6.6.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.

The proposed development is within the settlement area and will utilize municipal services. The use of these public services will be optimized through the intensification of the subject site.

Section 1.6.6.7 Planning for stormwater management shall:

- a) be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;*
- b) minimize, or, where possible, prevent increases in contaminant loads;*
- c) minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;*
- d) mitigate risks to human health, safety, property and the environment;*

- e) maximize the extent and function of vegetative and pervious surfaces; and
- f) promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.

The proposal seeks to provide enhanced landscaping on the site. As the development proposal will be facilitated through interior alterations, no environmental impacts or stormwater management concerns are anticipated as a result of the proposed development.

Section 1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

The proposal represents residential intensification within the urban boundary. Sidewalks are present on both sides of John and James Streets and the site will be connected to the municipal sidewalks via pedestrian pathways to the front entrances of each unit. The site is within walking distance of various bus routes. As well, the site is located within close proximity of commercial, institutional, employment and open space uses. Increased density in this location will encourage increased use of existing and planned public transit services, as well as active transportation infrastructure.

Section 1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:

- a) promote compact form and a structure of nodes and corridors;
- b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;
- c) focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed, or designing these to facilitate the establishment of transit in the future;
- d) focus freight-intensive land uses to areas well served by major highways, airports, rail facilities and marine facilities;
- e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;
- f) promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure; and
- g) maximize vegetation within settlement areas, where feasible.

The proposal represents intensification of the site without expansion of the existing built form. The site is within walking distance to residential, commercial, employment and institutional uses, as well as multiple transit routes. New landscaping and planting of native species of vegetation will be introduced across the site.

Section 2.0 – Wise-Use and Management of Resources

Section 2 of the PPS gives consideration to the wise use and management of resources, which provide economic, environmental, and social benefits. This is achieved through policies which provide for the conservation of biodiversity, protection of the health of the Great Lakes, and protection of natural heritage, water, agricultural, mineral, and cultural heritage and archaeological resources. No negative impacts to the natural environment, natural resources, nor cultural heritage or archaeological resources, are anticipated as a result of the proposed development. No significant natural heritage or resources are located on the subject site.

Section 3.0 – Protecting Public Health and Safety

Section 3 of the PPS deals with protection of public health and safety. The policies in this section direct development away from naturally-occurring and human-made hazard lands, such as floodplains, erosion-prone areas, former mining and aggregate extraction operations, and other types of contaminated areas. No concerns for public health and safety are anticipated as a result the proposed development.

It is our professional planning opinion that the proposed development is consistent with the 2020 Provincial Policy Statement.

3.2 City of Brockville Official Plan

The City of Brockville's Official Plan outlines goals, policies and objectives intended to guide the City's development over the planning horizon identified in the plan. The current Official Plan for the City of Brockville was adopted by Council in June 2011 and approved by the Ministry of Municipal Affairs and Housing February 9, 2012.

Section 3.2.4. of the Official Plan provides policy direction for residential areas. Specifically, Section 3.2.4.1. provides policies for Neighbourhood Areas, these policies seek to protect the stability of the established area and ensure that new development is compatible with the existing character of the neighborhood. This section notes that various forms of residential intensification, such as infilling, within existing developed areas is encouraged. More specifically, residential intensification is noted to be desired given the following:

Complete communities are envisioned to be vibrant, healthy, safe and able to sustain mixed-use Nodes that reduce the reliance on the private automobile and encourage active modes of transportation and increased walkability. This is achieved by locating the majority of homes, jobs, shops, institutions and services in proximity to each other.

The proposed development will encourage and support active transportation as it is located in close proximity to transit stops and within walkable distance of various amenities. The proposed development will include the introduction of bicycle parking facilities on the site to further encourage residents' use of active transportation.

Intensification involves more than developing higher density residential dwellings, it encompasses social and economic improvement that will create communities that effectively respond to the needs of residents and employees.

The proposal represents intensification of an existing building through internal conversions and alterations. Two of the units (50%) are proposed to offer co-living rental opportunities. The proposal will add to the mix of residential types and tenures within the community while also increasing the number of rental dwelling units available, which collectively contribute to accommodate more attainable and affordable housing options.

Section 3.2.4.3. of the Official Plan addresses residential intensification directly, defining it as a process of creating complete communities that utilize existing services and infrastructure efficiently and minimizes the impact on the environment. Policies governing residential intensification:

1. A portion of the City's future housing needs shall be provided through residential intensification, which may include any of the following:

ii. infill development and residential development of vacant land or underutilized land in the Built-Up Area;

The proposal represents appropriate intensification of a developed site within the settlement area. This type of intensification mitigates the potential need to expand the settlement area unnecessarily, making use of existing municipal infrastructure.

4. The City shall consider applications for infill development, intensification and redevelopment of sites and buildings based on the following criteria:

i. the proposed development lands are appropriately suited for intensification in the context of the surrounding neighbourhood and the City as a whole;

The proposal will increase the residential density of the site in a compact and contextually relevant form that supports the provision of additional rental units, active transportation, and investments in infrastructure and public amenities. The intensification of the site represents development that supports the continued vitality of the neighbourhood in proximity to amenities and other compatible land uses.

ii. the existing water, sanitary sewer services, and stormwater management facilities can accommodate the additional development;

iii. the road network can accommodate the traffic generated;

The proposal will utilize existing municipal services and infrastructure.

iv. the proposed development is consistent with the policies of the appropriate land use designation associated with the land;

The proposal represents residential intensification in a stable neighbourhood on an existing residential lot.

v. the proposal respects and reinforces the existing physical character of the buildings, streetscapes and parks and open space areas;

vi. the proposal is compatible with the surrounding development;

vii. the proposal provide heights, massing and scale appropriate to the site and compatible with adjacent lands;

The proposal represents contextually appropriate residential intensification. The structure will maintain the existing building height, massing and scale to remain compatible with adjacent residential dwellings. Minor facade improvements are proposed to enhance the physical character of the building. The proposed development will offer a variety of residential options for residents. The conversion of the existing building will encourage environmental sustainability. The development provides an opportunity for residents to access housing in a desirable location in proximity to open space, employment uses, public infrastructure, active transportation infrastructure, and public transit.

viii. the proposal provides adequate privacy, sunlight and views of the sky for existing and new residents;

ix. the proposal screens loading and service areas; and

x. the proposal complies to the appropriate urban design and built form policies of this Plan.

The proposal seeks to improve the existing conditions of the site, including enhanced landscaping to improve the appearance and functionality of the existing multi-unit building.

5. The City shall ensure that a proposal representing residential intensification can be satisfactorily integrated with the physical characteristics of residential and commercial areas and proper health and safety standards are maintained. Land use compatibility and urban design assessments may be required as a component of the planning rationale report accompanying development applications, as outlined under Section 6.4.13 of this Plan.

The existing site layout is not expected to change except for improvements to landscaping and amenity areas. As such, the proposed development will maintain existing site conditions with respect to setbacks, height, massing and orientation.

6. Small scale intensification shall be permitted in all Neighbourhood Areas, as designated by this Plan, except where infrastructure is inadequate or there are significant physical constraints.

The subject site is designated Neighbourhood Area, and no significant infrastructure or physical constraints are anticipated. The development proposal seeks to increase the number of residential units within the existing building to four through the conversion of the two commercial floors, which represents modest intensification.

Section 3.5.1 of the Official Plan provides policies regarding the provision of housing. The proposed development represents residential intensification in an existing built form, though it could not be classified as a converted dwelling in accordance with the Official Plan. The proposal does promote the policies of the Official Plan through offering a greater variety of residential options for residents in a desirable location of the City.

Section 3.5.1.2 of the Official Plan more specifically speaks to housing policies for affordable housing. While the proposed development does not represent a traditional form of affordable housing provision, the proposed development seeks to add to the mix of residential types and number of rental units available which collectively contribute to the attainable housing options available within the community. It is also proposed to offer a mix of residential tenures on the site through the introduction of co-living opportunities. This rental model allows for greater cost-sharing between tenants, significantly improving the affordability of the units. The proposed dwelling units are intended to provide attainable and accessible rental accommodations for individuals and household units within the community.

Section 4 of the Official Plan establishes and describes the land use designations regulating the character and intended function of lands within the City. The subject site is designated Neighbourhood Area on Schedule 1 City Structure of the City of Brockville Official Plan.

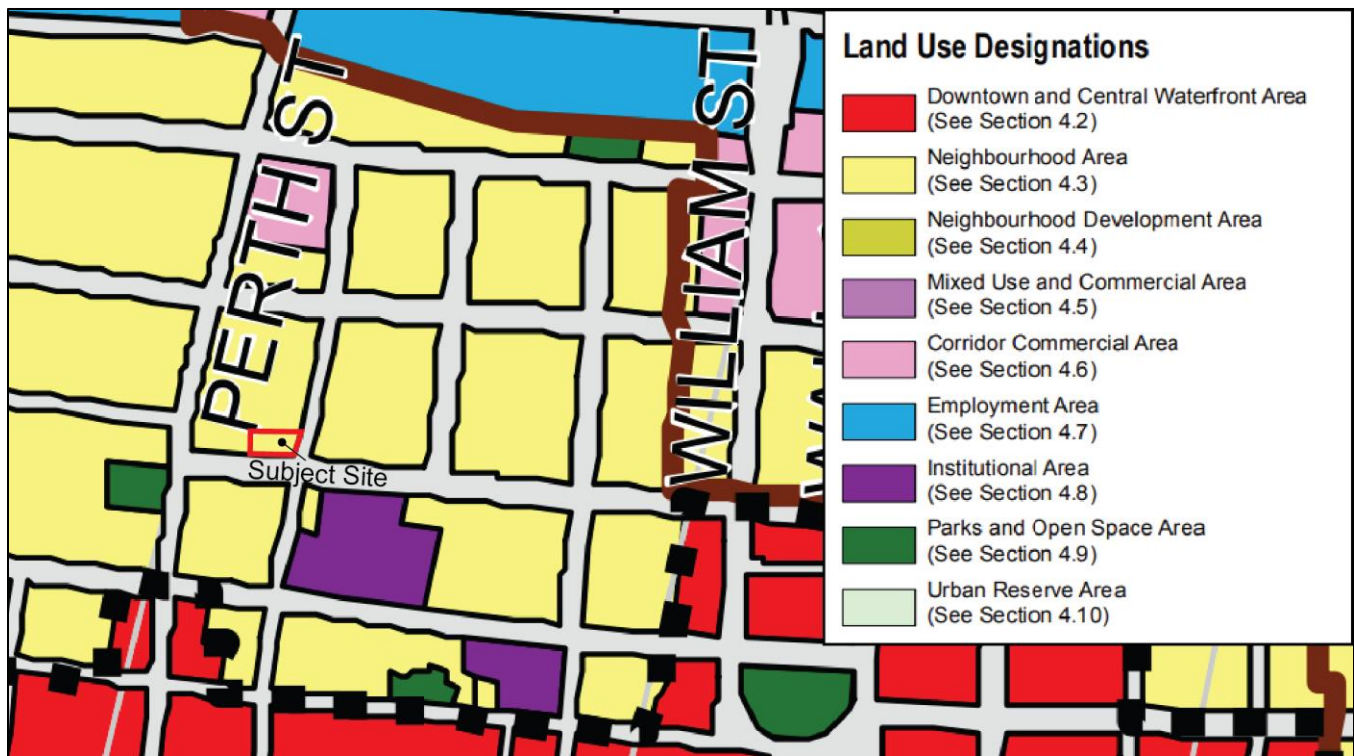


Figure 8: Schedule 1 City Structure designation (Source: City of Brockville)

Section 4.3 of the Official Plan provides policy direction for lands designated Neighbourhood Area. The Neighbourhood Area designation represents existing residential and neighbourhood-based uses. Infill and redevelopment of existing and underutilized parcels that maintain the character of the Neighbourhood Area is encouraged. Residential uses, as well as neighbourhood commercial and community uses, are widely permitted within the designation, including medium density residential uses.

Section 4.3.3 of the Official Plan outlines specific criteria pertaining to medium density residential uses within the Neighbourhood Area designation:

1. *Medium density residential uses shall be subject to the following criteria:*
 - i. *the density, height and character of the development shall be compatible with 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/medium density residential area and may be subject to additional setbacks, height restrictions, or landscaping to provide an appropriate transition;*

The multi-unit dwelling will maintain its existing building height, massing and scale to remain compatible with the surrounding residential neighbourhood. Minor facade improvements are proposed to enhance the visual character of the building.

- iii. *Any development proposing to exceed three storeys shall be subject to the policies of Section 3.4.1.3.*

The existing dwelling will maintain its two-storey height.

- iv. *the development shall be encouraged to have direct access to an Arterial or Collector road, where possible and appropriate;*

The site is located at an intersection of two local streets, however it is an existing developed site with good access to collector roads to the south and east.

v. the watermains, sanitary sewers, and stormwater management facilities shall be capable of accommodating the development, or the proponent shall commit to upgrading services at no cost to the City;

vi. the development is adequately serviced by parks and school facilities;

The proposal will utilize existing municipal services and infrastructure. The development provides an opportunity for future and existing residents to access rental housing in a desirable location in proximity to open space, employment uses, public infrastructure, active transportation infrastructure, and public transit.

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;

The proposal represents intensification of the existing built form, which makes efficient use of land and is not anticipated to impact adjacent uses. New suitably-scaled vegetation is intended to be introduced to the site through high quality landscaping.

viii. all required parking shall be provided on the site, and cash-in-lieu of required parking in accordance with the policies of Section 5.2.4 of this Plan, shall not be accepted by the City;

The proposal will not result in surface parking being introduced on the site. The site does not currently offer any surface parking, nor is there an opportunity for it to be introduced, given the existing development and lot configuration. The proposed development represents the conversion and internal intensification of the existing built form. The proposal will support active transportation and transit services given the site's proximity to transit stops and nearby amenities, including the downtown core. Should tenants require parking they will be required to obtain off-site parking either through private arrangements or with nearby municipal parking lots.

ix. in developments incorporating small-scale apartments, block townhouse dwellings and similar medium profile residential buildings, on-site recreational facilities or amenities such as private open space or playground equipment may be required;

The proposal represents internal alterations within an existing multi-unit building. The proposed development will enhance the functionality and appeal of the existing communal amenity space with improved landscaping. The site is near various public open spaces offering active and passive recreational facilities.

x. except for a triplex dwelling, fourplex dwelling or other similar medium density 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 to be prepared by the proponent and approved by the City; and

The proposed development is not anticipated to impact the efficiency or functionality of public infrastructure, including water and sewage services and the surrounding road network.

xi. medium density residential uses may be subject to site plan control, in accordance with the policies of Section 6.4.6 of this Plan.

An application for site plan control may be requested by the City subsequent to the Zoning By-law Amendment as presented herein.

Section 6.4.2 of the Official Plan provides policies regarding the creation and implementation of the City of Brockville's Zoning By-law. Section 6.4.2.7 specifically permits applications to amend the Zoning By-law in accordance with the provisions of the Planning Act. The proposed development is seeking a Zoning By-law Amendment to establish performance standards reflective of the existing built form, as discussed herein, but is in conformance with the intentions of the Official Plan.

It is our professional planning opinion that the proposed development conforms to the City of Brockville Official Plan.

4.0 Current and Proposed Zoning

4.1 City of Brockville Zoning By-law 050-2014

The site is zoned General Residential (R4) Zone in the City of Brockville Zoning By-law 050-2014. The R4 Zone is intended to accommodate low and medium density residential uses, including maisonette dwellings. A zoning by-law amendment is required to apply appropriate performance standards to the site and permit the intended co-living arrangements within up to 50% of the units. It is therefore proposed to rezone the site from the R4 zone to a site-specific General Residential (R4-X) Zone per the City of Brockville Zoning By-law 050-2014.

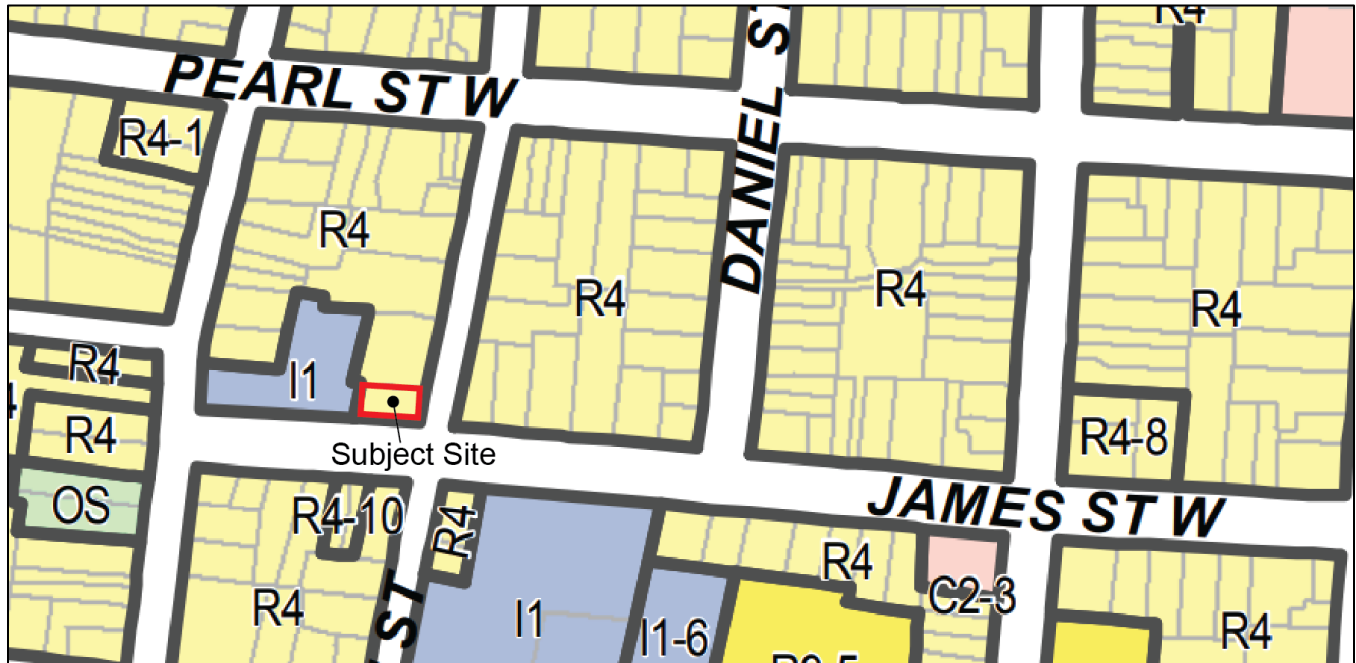


Figure 9: Current Zoning (Source: City of Brockville)

The following table assesses the performance standards of the proposed development against the applicable provisions of the R4 zone:

Provision	Requirement	Proposed	Amendment Required?
General Residential (R4) Zone – Section 5.3.6 of ZBL 050-2014			
Permitted Uses	<ul style="list-style-type: none"> - Single detached dwelling - Linked dwelling - Semi-detached dwelling - Duplex dwelling - Triplex dwelling - Townhouse dwelling (street) - Townhouse dwelling - Maisonette dwelling - Boarding/rooming/lodging house - Group home dwelling - Institutional residence - Converted dwelling 	Maisonette dwelling – 50% of the units can be rented in a co-living arrangement	Yes

Provision	Requirement	Proposed	Amendment Required?
	<ul style="list-style-type: none"> - Bed and breakfast - Second suite - Garden suite 		
Minimum Lot Frontage	Maisonette Dwelling – 25 metres	12 metres	Yes
Minimum Lot Area	Maisonette Dwelling – 1,000 square metres	275 square metres	Yes
Minimum Front Yard	8.0 metres	0 metres	Yes
Minimum Exterior Side Yard	6.0 metres	0 metres	Yes
Minimum Interior Side Yard	5 metres	0 metres	Yes
Minimum Rear Yard	7.5 metres	0 metres	Yes
Minimum Landscaped Open Space	30%	18%	Yes
Maximum Height	10.5 metres	8.8 metres	No
General Provisions			
Minimum Number of Parking Spaces (Section 3.34)	Maisonette Dwelling: 1.25 spaces per unit Required: 5 spaces	0 spaces	Yes
Amenity Areas	35 square metres for each three-bedroom dwelling unit (3 x 35 = 105) 50 square metres for each dwelling unit with four or more bedrooms (1x50 = 50) Required: 155 square metres	16 square metres	Yes

Permitted Use

A maisonette dwelling is defined in the zoning by-law as a dwelling containing four or more units, each of which are accessed directly from an outside landscaped yard area or exterior stairway, but does not include any other use otherwise defined or classified herein. The proposed development seeks to accommodate four (4) dwelling units within the existing built form with individual exterior access. A maisonette dwelling is permitted in the R4 zone, however it is proposed that up to 50% of the units (2 units) have the potential to be rented in a co-living arrangement. The tenure of dwelling units is not defined within the zoning by-law, and a definition is proposed to be included in the proposed site-specific R4 exception zone.

Lot Provisions

Relief is required from the minimum lot frontage and minimum lot area provisions to reflect the existing undersized lot. The existing lot has 12 metres of frontage on John Street and an area of approximately 275 square metres. Therefore, relief is requested to reduce the required minimum lot frontage and minimum lot area to legalize the existing conditions on the site.

Similarly, relief is required to reflect the existing yard setbacks and landscaped open space. The proposal will maintain the existing building which occupies a majority of the undersized lot and accommodates no yard setbacks from the property boundary. As such, relief is required to reduce the minimum front, rear, interior side, and exterior side yard setbacks to legalize the existing conditions on the site. Given the existing conditions of the site, a reduction in landscaped open space is also required. Since landscaped open space is calculated as a percentage of total lot area, the undersized nature of the

lot and coverage of the existing building impedes the quantity of landscaped open space on the site. Enhanced landscaping is proposed to enhance the quality and vegetation of the landscaped open space provided.

Amenity Areas

Relief is requested to permit a reduction in amenity areas. The amenity area is proposed to be reduced from 155 square metres, as the sum required for three 3-bedroom dwelling units and one 6-bedroom dwelling unit, to 16 square metres as it is the balance of the existing landscaped open area on the site. The footprint of the existing building on the lot permits for a small communal outdoor amenity area in the northeast corner of the site. Enhanced landscaping is proposed in this area to increase the visual appeal and usability of the yard. The existing two residential dwelling units on the site are currently serviced by this amenity area, therefore a reduced amenity area is an existing condition on the site. The proposed additional dwelling units are comfortably sized and offer living spaces within each unit. The proposed reduction in amenity area is a result of the existing condition of the site, and relief from this zone provision is requested to permit the proposed development which is well positioned to utilize surroundings parks and open space.

Minimum Number of Parking Spaces

Relief is requested to permit a reduction in the required number of parking spaces. The number of parking spaces is proposed to be reduced from 5 spaces to no spaces as it reflects the existing condition on the site. The undersized site is physically constrained and unable to accommodate vehicular parking on-site. The existing commercial and residential uses on the site do not currently offer the required on-site parking. Therefore, non-compliance with respect to on-site parking is an existing condition on the site, and it is intended that future tenants will be required to obtain off-site parking in nearby municipal lots, or through private arrangements.

The proposal includes a surplus number of bicycle parking spaces to enable residents to travel by active transportation. The site is also located in close proximity to downtown amenities and various City of Brockville Transit stops, offering further encouragement for active transportation use. Temporary on-street parking is permitted on James Street and there are various municipally and privately-owned parking lots in the surrounding area. The proposed reduction in the required number of parking spaces is not anticipated to impact the functionality of the site nor is it anticipated to impact the livability of the proposed development.

The proposed amendments to the performance standards are appropriate as the site is located in a neighbourhood where the proposed development and residential use is compatible with the surrounding area. The proposed development will be supported by existing municipal services and infrastructure and no adverse effects are anticipated as a result of the proposed development.

It is our professional planning opinion that the proposed development meets the general intent of the City of Brockville Zoning By-law 050-2014.

5.0 Conclusion

The applicant is proposing a zoning by-law amendment to permit the establishment of a four-unit maisonette dwelling within the existing built form on the subject site. The zoning by-law amendment application seeks to rezone the site to a site-specific General Residential (R4) Zone of the City of Brockville Zoning By-law 050-2014 to address appropriate performance standards that reflect the existing conditions on the site and the proposed development. The application also seeks to introduce a co-living arrangement definition to permit up to 50% of the units (2) to be rented in such as arrangement.

The Provincial Policy Statement and City of Brockville Official Plan are supportive of intensification within a municipally serviced area when it occurs in a manner which is compatible with the neighbourhood context, meets the functional needs of users, and does not result in negative impacts on adjacent properties. It is intended that the proposed conversion will contribute to Brockville's goal for residential intensification while meeting the needs of users without incurring significant negative impacts on adjacent properties.

The proposed development is consistent with the Provincial Policy Statement, conforms to the City of Brockville Official Plan and meets the general intent of the City of Brockville Zoning By-Law 050-2014. The proposal represents residential intensification within the urban settlement boundary and emphasizes sustainable and pedestrian-oriented design. Further, the proposed redevelopment and use of the existing built form ensures compatibility with the surrounding neighbourhood. It is our professional opinion that the proposed zoning by-law amendment represents good land use planning. Should you require any additional information, please do not hesitate to contact the undersigned at 613.542.5454 x 234 or at nanton@fotenn.com.

Respectfully,



*David Nanton, MCIP, RPP
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Fotenn Planning + Design*



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Appendix A

Zoning By-law Amendment

By-Law Number 2022-____

A By-Law to Amend By-Law Number 050-2014 (Zone Change from General Residential (R4) Zone to Site-Specific General Residential (R4-X) Zone, 86 John Street)

Whereas the Council of The City of Brockville deems it advisable to amend By-Law Number 050-2014, as amended, of the City of Brockville;

Therefore be it resolved that the Council of The City of Brockville hereby enacts as follows:

1. By-Law Number 050-2014 of The City of Brockville, as amended, is hereby further amended as follows:
 - 1.1. Schedule "A", as amended, is hereby further amended by changing the zone symbol of the subject lands from R4 to R4-X, as shown on Schedule "A" attached to and forming part of By-Law Number 2022-____.
 - 1.2. That the following be added to Section 5.3.6 of the By-Law:

R4-X Zone (86 John Street)

The uses permitted in the R4-X Zone shall include a co-living unit, defined as follows:

Co-Living Unit means the use of a building intended for residential accommodation where private bedrooms and/or living spaces share the use of one common kitchen and may share common washroom facilities or living spaces.

The zone provisions for the R4-X Zone shall be as follows:

Permitted Uses	A maisonette dwelling where up to 50% of the units can be rented in a co-living arrangement
Minimum Lot Frontage	12 metres
Minimum Lot Area	275 square metres
Minimum Front Yard Setback	0 metres
Minimum Exterior Side Yard Setback	0 metres
Minimum Interior Side Yard Setback	0 metres
Minimum Rear Yard Setback	0 metres
Minimum Landscaped Open Space	18%
Amenity Areas	16 square metres
Minimum Number of Parking Spaces	0 spaces

This By-Law shall come into force and take effect on the day it is passed subject to and in accordance with the provisions of the *Planning Act*, R.S.O. 1990, c. P. 13 as amended from time to time.

