December 20, 2024

Planning Department
City of Brockville
1 King Street West
Brockville, ON K6V 7A5

Attention: **Andrew H. McGinnis, MCIP, RPP, Dipl.M.M.**
Supervisor of Planning/Chief Planning Officer

Reference: **90 & 100 Stewart Boulevard**
Application for Zoning By-law Amendment
Planning Rationale
Our File No.: 115146

Novatech has been retained to file an application for zoning by-law amendment on behalf of Royal Brock Retirement Living Inc. (the "owner") for the property known municipally as 90-100 Stewart Boulevard (the "subject property"). The purpose of the application is to modify zoning provisions to accommodate a proposed five-storey apartment building as a further phase of development at the subject property.

This Planning Rationale letter provides an overview of the development proposal and demonstrates how the requested zoning by-law amendment is consistent with the Provincial Planning Statement and in conformity with City of Brockville Official Plan.

The following materials are being submitted in support of the amendment:

- Application Form for Amendment to the Zoning By-law;
- Conceptual Site Plan, by Susan D. Smith Architect;
- Preliminary Elevations, by Susan D. Smith Architect;
- Preliminary Floor Plans, by Susan D. Smith Architect.

SITE LOCATION AND COMMUNITY CONTEXT

The subject property is located on the west side of Stewart Boulevard within the urban area south of Highway 401 within the City of Brockville. For the purpose of this letter, Stewart Boulevard is deemed to travel in a north-south direction.

The property is legally described as Part of Lot 2 on Registered Plan 238, Lots C and D and Part of Lot B on Registered Plan 245, and Part of Park Lot D, Block 40 on Registered Plan 67, in the City of Brockville, County of Leeds.

The property is irregular in shape and occupies an area of approximately 13,034.2m^2 (1.3ha) with frontages of approximately 156.7m along Stewart Boulevard, 75.1m along Schofield Avenue, 84.9m along Central Avenue and 13.1m along Perth Street (Figure 1).

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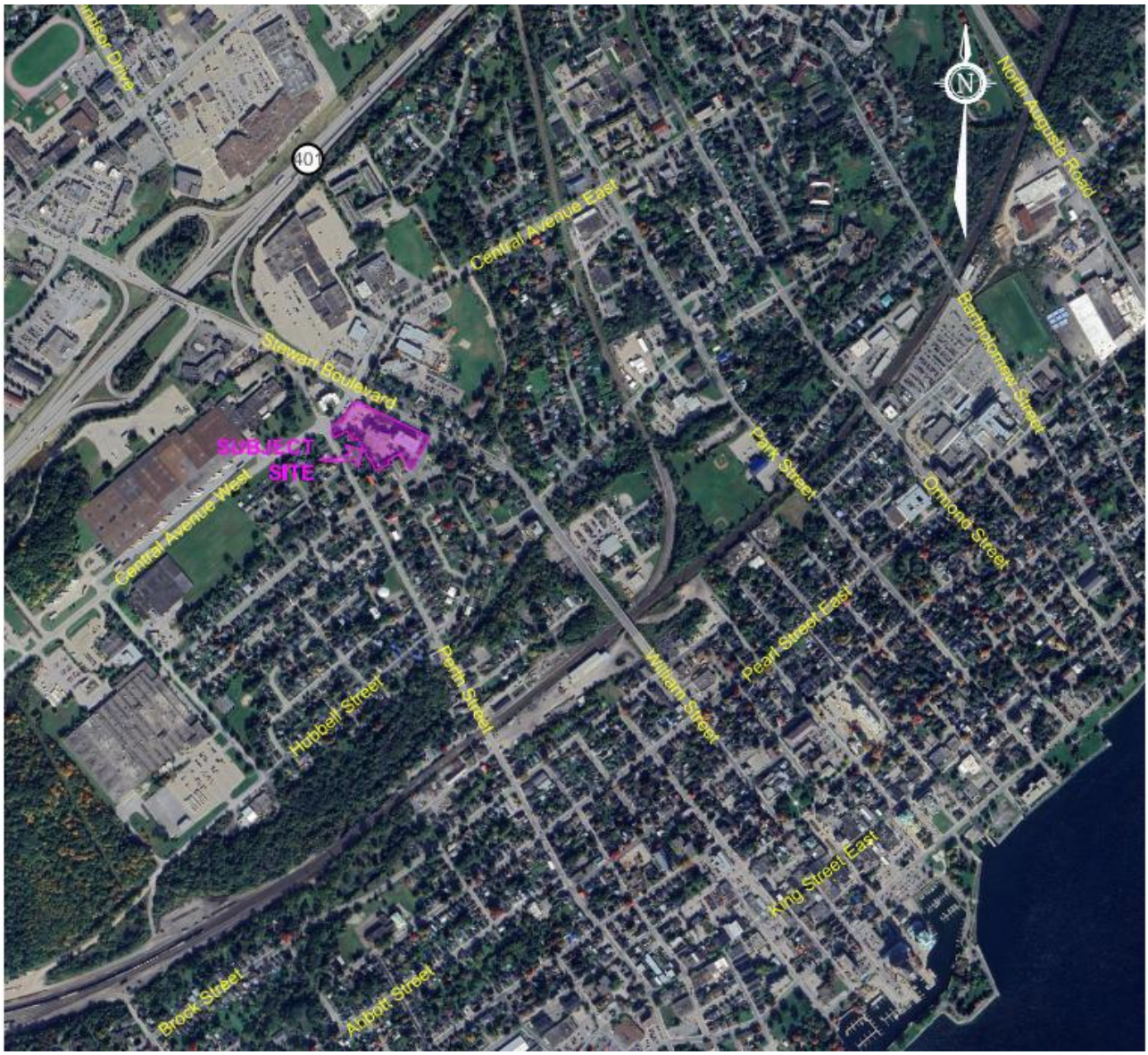


Figure 1: Location Map (Google Earth Pro with annotation by Novatech)

The subject property is currently developed with a five-storey retirement residence known as the Royal Brock and a linked seniors apartment building known as the Royal Suites. The original building was previously renovated and converted from a former hotel use, and now includes a total of 75 retirement suites together with various services and amenities for residents. The linked addition was more recently constructed and includes a total of 45 seniors apartment units. The balance of the property consists of landscaped open space, amenity areas and surface parking areas.

The existing development on the property is oriented towards Stewart Boulevard which is a major transportation corridor and recognized as a gateway to the City as it connects a main Highway 401 interchange to the downtown/waterfront area. Existing development along this corridor is characterized primarily by a mix of residential and commercial uses with a low to mid-rise built form. Immediately adjacent uses are described as follows:

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North: high-density residential use opposite of the property in the form of a low-rise apartment building;

East: low-density residential use opposite of the property in the form of predominantly long standing detached dwellings;

South: a mix of low and high-density residential uses opposite of the property in the form of both low-rise apartment buildings and long-standing detached dwellings;

West: low-density residential uses abutting the property in the form of long-standing detached dwellings, as well as a personal service establishment.

The subject property is within a *Mixed Use Node* and is designated as *Mixed Use and Commercial Area* as shown on Schedule 1 to the City of Brockville Official Plan (Figure 2). The property is further subject to a site-specific policy area as shown on Schedule 6 to the Official Plan. The Stewart Blvd./Highway 401 Gateway is described as "a secondary mixed-use Node intended to accommodate mixed employment, retail commercial, hotel/motel accommodations, community uses, and mixed density residential uses within a streetscape design that celebrates the importance of the area as the "doorstep" for the City from Highway 401".



Figure 2: Excerpt of City of Brockville Official Plan Schedule 1

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The subject property is zoned C2-9 (General Commercial Zone, Special Exception Zone 9) as shown on Schedule A to the City of Brockville Comprehensive Zoning By-law (Figure 3). This zone is intended to permit a mix of non-residential and residential uses.

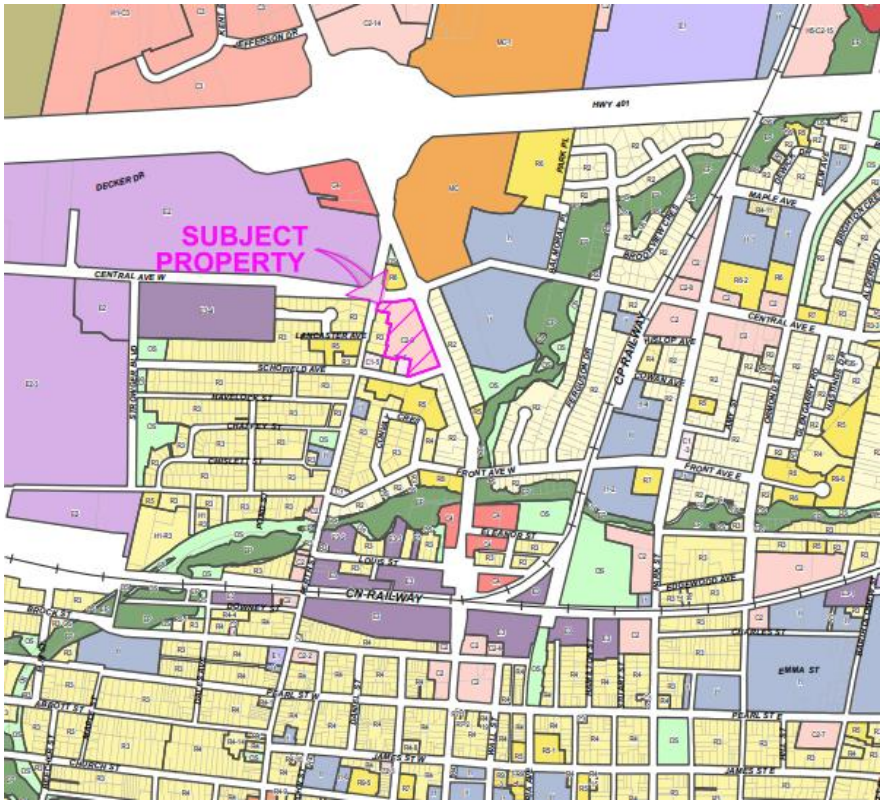


Figure 3: Excerpt of City of Brockville Zoning By-law Schedule A

DESCRIPTION OF DEVELOPMENT PROPOSAL

The property is currently managed by the owner as senior living accommodations providing both assisted and independent living suites. The owner wishes to expand such accommodations in response to demand in the community for additional seniors housing options to promote opportunity for downsizing and aging in place. There is currently an extensive waitlist for independent one and two-bedroom apartment units which cannot be fulfilled by the existing development alone.

As such, it is proposed to develop an additional apartment dwelling on the subject property to be marketed towards seniors, complementary to the existing function of the site. The proposed apartment dwelling would be a standalone use and would occupy a portion of the property currently used for surface parking. A five-storey built form is proposed with one level of parking below-grade. The development would have a footprint of approximately 1,167m^2 with a total floor area of roughly 5,635m^2, including residential units and common areas.

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The proposed apartment dwelling would accommodate approximately 65 new dwelling units consisting of a mix of one and two-bedroom layouts. The unit mix represents approximately 40% one-bedroom and 60% two-bedroom. All units are to be designed for independent living and include the provision of kitchen facilities. Considering the current housing market, it is anticipated that the proposed development would be fully occupied within a very short period of three to six months following opening.

The development would provide for both private and communal amenity areas, including balconies and terraces, as well as indoor activity rooms and a rooftop terrace for common gathering space.

Parking would be provided predominantly below-grade for residents and visitors, with additional parking provided at-grade. A lay-by area is proposed adjacent to the main entrance to facilitate convenient drop-off and pick-up. The ramp to the parking below-grade will be accessed via the existing northerly driveway from Stewart Boulevard. The access and parking areas are to be shared between the existing and proposed development. No new access is proposed given the challenges around elevation change in relation to adjacent streets.

The owner is considering severing the new development from the balance of the property which is presently occupied by the existing retirement home and seniors apartment. The severance would be technical in nature to allow for independent utility and service connections, as required. There is no intent for change of ownership.

The above describes the proposed development conceptually, recognizing that the design would be refined through a subsequent site plan control application. There are no changes anticipated to the existing development, with the exception of removal of certain surface parking to accommodate the proposed development with parking below-grade. Parking for the existing uses will continue to be accommodated as surface parking in other areas on site.

PROPOSED ZONING BY-LAW AMENDMENT

The property was subject to a previous zoning by-law amendment, as approved by Council in 2018 per amending By-law 018-2018, which established an apartment dwelling as an additional permitted use in the C2-9 zone. The amendment further permitted a maximum building height of 17.5m to accommodate development in keeping with the height of the prominent original building.

The purpose of the current zoning by-law amendment is to modify additional performance standards on a site-specific basis in order to accommodate the development of a proposed standalone apartment dwelling at the subject property. It is the intent that the existing exception zone remain, however, be modified as follows (shown in bold text):

> *"The uses permitted in the C2-9-General Commercial Special Exception Zone shall be those permitted within the C2-General Commercial Zone, a retirement home and* ~~***one (1)***~~ ***an*** *apartment building.* ~~***Said***~~ ***An*** *apartment building may be constructed at a maximum height of 17.5 metres and without the requirement for ground floor commercial space.* ***Notwithstanding any future severance, the lands zoned C2-9 shall be considered one lot for zoning purposes.***

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The zone provisions for the C2-9 Zone shall be the same as the C2 Zone save that the minimum exterior side yard abutting Central Avenue shall be 5.0 metres.

Notwithstanding Subsection 3.4, a children's play area shall not be required.

Notwithstanding Subsection 3.34, parking requirements for residential uses are as follows:

Apartment Dwelling: ***1.0 spaces per unit***
Retirement Home: ***0.25 spaces per unit"***

As amended, the C2-9 zone would accommodate the additional apartment dwelling, whether or not the apartment is severed from the existing development. Establishing a provision to deem the property as it exists today as one lot for zoning purposes would avoid the necessity for further technical relief in connection with a future severance as a results of changing lot line interpretations or providing required parking, aisles or driveways on an adjacent property. Given that the proposed development would result in removal of existing surface parking, amended parking standards for both the existing and proposed development are being sought. A reduction to the exterior side yard abutting Central Avenue is requested in order to allow for maximizing the opposite interior yard where directly abutting a low-density residential use. Further, the amendment would recognize that a further children's play area not be required as part of the proposed development.

PLANNING POLICY JUSTIFICATION

The following provides justification as to how the proposed zoning by-law amendment has regard for relevant provincial and municipal planning policy documents.

Provincial Planning Statement

The Provincial Planning Statement, 2024 (PPS) was issued under Section 3 of the *Planning Act* and came into effect on October 20, 2024. In accordance with the *Planning Act*, all decisions that affect planning matters are required to be consistent with policy statements.

The PPS provides policy direction on matters of provincial interest related to land use planning and development, including building homes, sustaining strong and competitive communities, providing infrastructure and facilities, managing resources and protecting public health and safety.

Chapter 1 of the PPS sets out the vision of the province. It establishes an overall goal of increasing the supply and mix of housing options to reach at least 1.5 million new homes by 2031.

Chapter 2 of the PPS provides policy direction regarding building homes and sustaining strong and competitive communities. Section 2.1 states that achievement of complete communities should be supported by accommodating an appropriate range and mix of land uses to meet long-term needs, improving accessibility for people of all ages and abilities and improving social equity. One means for achieving this is by facilitating all housing options and types of residential intensification as directed by Section 2.2. Densities for new housing should efficiently use land, resources, infrastructure and public service facilitate, and be supported by active transportation. Further, in accordance with Section 2.3, settlement areas should be the focus of such growth and development.

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The proposed amendment responds to these interests by contributing to additional housing intended for the aging demographic. The proposal represents intensified use of an underutilized site within an existing developed area forming part of a settlement area. The level of density proposed is appropriate to local conditions, optimizes use of existing infrastructure and public service facilities and is supported by local transit and active transportation networks. This development aims to provide a majority of smaller one-bedroom units, whereas the previously constructed apartment will continue to offer a majority of larger two-bedroom units. This will provide an overall greater mix of housing options and addresses the need for more affordable units designed for single or two person households.

Chapter 3 of the PPS provides policy direction regarding infrastructure and facilities. Section 3.1 states in general that use of existing infrastructure and public service facilities should be optimized before consideration is given to developing new ones. Moreover, municipal sewage and 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.

The proposed amendment responds to these interests by utilizing existing municipal sanitary, water and storm services available within the adjacent public rights-of-way. There are no known capacity constraints or other limitations which would necessitate undue extension of services.

Chapter 4 of the PPS provides policy direction regarding the wise use and management of resources, including natural heritage, water, agriculture, minerals and aggregates and cultural heritage.

The proposed amendment does not conflict with any significance features or resources.

Chapter 5 of the PPS addresses the protection of public health and safety through policies that relate to natural hazards and human-made hazards.

There are no hazardous lands identified on or adjacent to the subject site.

Based on the foregoing, the proposed zoning by-law amendment is consistent with relevant policies of the Provincial Planning Statement.

City of Brockville Official Plan

The City of Brockville Official Plan was originally approved on February 9, 2012. A comprehensive update was recently completed and approved by the Ministry of Municipal Affairs and Housing on August 16, 2024. The updated Official Plan is intended as the primary land use planning tool used to manage growth and development within the City to the year 2046.

<u>Growth Management Policies</u>

Section 3.2 of the Official Plan sets out growth management policies and states that the City is committed to providing a range of housing opportunities and increased housing supply. In order to assist in achieving this goal, development of high-density residential uses, including apartments and mixed-use buildings, shall require a minimum density of 100 units per hectare. Further, Section 3.5.1.2 recognizes that in order to promote the provision of housing that is affordable to low and moderate income households, increased residential densities should be encouraged in appropriate locations to aid in reducing housing costs.

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The proposed zoning by-law amendment seeks to contribute to housing options in response to market demand for increased rental accommodations specifically for seniors. The proposal represents a density well in excess of 100 units per hectare, yet remains compatible with the existing and planned function of the area. The compact and high-density form promotes lower overall housing costs.

The structure of the City includes a series of connected nodes and corridors as identified on Schedule 1. Pursuant to Section 3.2.2.1, nodes shall develop with efficient land use patterns and densities, becoming the logical focus of intensive redevelopment over time. The subject property is within the *Stewart Blvd./Highway 401 Gateway* which is a secondary mixed-use node which is to accommodate a diverse range and mix of uses. The development promotes intensification of an existing underutilized site with full municipal services and in close proximity to public facilities.

Land Use Policies

Section 4.0 addresses the various land use designations of the Official Plan. The subject property is designated as Mixed Use and Commercial Area and is subject to a Site-Specific Policy Area (SSPA), as shown on Schedules 1 and 6, respectively. The designation intends to provide for a range of commercial and residential uses. As per Section 4.5.2, permitted uses in the Mixed Use and Commercial Area include stand-alone medium and high-density residential development, subject to the Land Use and Built Form Policies of Section 4.5.3. These policies require that stand-alone medium and high-density buildings be located on an Arterial or Collector Road.

The proposal represents a standalone high-density residential use appropriately located at the intersection of two arterial roads, being Stewart Boulevard and Central Avenue. The height, massing, orientation and layout of the proposed development align with the evolution of this area over time with a higher-density and more compact form which frames adjacent streets. The following provides a review of criteria for new development as listed in Section 4.3.5:

i. the density, height and character of the development shall be compatible with adjacent uses;

The development proposal is designed to integrate with the existing form of development on the subject property and ensure compatibility with adjacent uses through setbacks and buffers.

ii. the height and massing of the buildings at the edge of the development shall have regard to the height and massing of the buildings of any adjacent use and may be subject to additional setbacks, height restrictions, or landscaping to provide an appropriate transition;

The development proposal provides appropriate transition to adjacent uses through proper proportion (i.e. angular plane) and additional setback where directly abutting existing residential uses to allow for screening by way of continuous hedgerow planting strip.

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

The proposed development will share an existing access from Stewart Boulevard, which is classified as an arterial road. No new access is proposed. The proposal will involve removal of an existing access from Perth Street, which is classified as a collector road.

iv. residential uses shall only be permitted above the ground floor of a commercial use.

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No ground floor commercial use is required as per the applicable SSPA.

v. *Stand-alone medium and high-density buildings may be permitted located on an Arterial or Collector Road and subject to the policies of this plan.*

The development proposal represents a standalone high-density residential use which is a permitted use, given the property's location on intersecting arterial roads.

vi. *All development containing residential uses shall achieve a minimum density of 100 units per hectare.*

The development proposal will form part of a grouping of residential buildings which altogether represent a density of approximately 142 units per hectare. On a per-parcel basis, the proposed development will achieve a density in the range of 226 units per hectare.

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

Municipal watermains and sanitary sewers are available adjacent to the property to service the development proposal. Upgrades to infrastructure are not anticipated to accommodate this development.

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

The development proposal will benefit from proximity to an extensive parks and trails system within walking distance to the east and south of the subject property. There are also schools in walking distance of the property.

ix. *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 development proposal is designed so to minimize any potential visual impacts. The wide streets provide separation from other residential uses. There is a single abutting residential property where plantings will be focused to provide a buffer. Existing trees and vegetation in this location will be preserved to the extent possible to provide supplemental screening and privacy. A detailed landscape plan prepared by qualified professional will be completed as part of a subsequent site plan control application.

x. *all required parking shall be provided on the site, and cash-in-lieu of required parking in accordance with the policies of Section 5.2.3 of this Plan, shall not be accepted by the City;*

The development proposal seeks reductions to parking requirements for the existing and proposed residential uses on site. A parking rate of 1.0 space per unit is requested for the apartment uses. As all units are to be rental accommodations managed by the owner, there is ability to ensure that on average all tenants require no more than one parking space, which is common for the intended senior demographic. Further, a parking rate of 0.25 spaces per unit is requested for the retirement home. This is sufficient to accommodate the parking needs for staff, visitors and residents based on actual use observed over the past eight years of operation.

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

The development proposal will provide on site recreational facilities and amenities in the form of landscape open space, indoor activity rooms, communal rooftop terrace and private balconies and terraces. The proposal seeks to remove the requirement for playground equipment given the lack of appropriate location on site and anticipated need. Visiting families may utilize the common amenity areas or the many offsite playgrounds located towards the downtown/waterfront core. The existing play equipment to serves the existing apartment on the subject property will remain.

xii. *a report demonstrating 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.*

Supporting studies have not been requested as part of the development proposal given the anticipated adequate capacity of existing road network and services. Detailed engineering with respect to servicing and transportation will be undertaken as required as part of a subsequent site plan control application.

The property is subject to a Site Specific Policy Area (SSPA) which sets out the following additional policies per Section 4.5.4.2:

SSPA 4.5.4.2 is identified on Schedule 6 and relates to those lands municipally known as 100 Stewart Boulevard, City of Brockville, County of Leeds.

In addition to the other uses already permitted through the "Mixed Use and Commercial Area" policies as well as the "Mixed Use Node" policies contained in this plan, 100 Stewart Boulevard will include an "Apartment Building" as a stand-alone use. Commercial space occupying the ground floor is not required.

At the time of establishing the SSPA per amending By-law 017-2018, an apartment building was not recognized as a standalone permitted use in the Mixed Use and Commercial designation. The intent of the SSPA was to permit an apartment building as an additional permitted use, with no requirement for ground floor commercial nor corresponding minimum commercial ground floor height. The proposed zoning by-law amendment will remove the current restriction of one (1) apartment building on the subject property, given that standalone high-density residential uses are now contemplated as generally permitted uses in this designation following the recent updates to the Official Plan. These updates recognize that Mixed Use and Commercial areas should be adaptable to current market conditions to ensure their growth and revitalization.

Urban Design Policies

It is a policy of the Official Plan that all new development proposals promote the urban design objectives provided in Section 3.4.1. Any development proposed greater than three storeys but less than or equal to five storeys must satisfy criteria to ensure the proposed development is compatible with neighbouring land uses and provides a suitable transition with adjacent stable residential neighbourhoods. Specifically, signature architecture shall be required to ensure a high level of architectural treatment and design, and a 45-degree angular plane shall be used to regulate the height and massing.

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The proposed development will implement varying architectural treatments, such as building articulation and mix of cladding to contribute to architectural interest and aid in breaking up the façades to complement the adjacent built form. The development is to frame the street so to maintain a relationship with the public realm, while respecting pedestrian scale and angular plane requirements to transition to adjacent development. The scale of development is in keeping with the existing development on the subject property and will include screening where appropriate, such as abutting low-density residential use and along the streetscape where vehicular uses may be visible. Overall, the development will remove an existing expansive surface parking area and introduce an appealing built form with landscaping reinstated along lot lines to improve the aesthetic of the property.

While generally a minimum ground floor height of 4.5m is required to accommodate potential conversion to commercial use if demand arises in the future, the intent of the SSPA was to remove this requirements in order to maintain overall building height that remains at or below the top of the existing retirement home building which is a prominent feature that remanences of the historic use of the property as the Royal Brock Hotel. A typical ground floor height is also desirable for the proposed development given that the main entrance will be oriented towards the interior of the site which is more conducive to residential use. Nonetheless, the ground floor will provide large windows, enhanced visual interest and private entrances to ground floor units to complement the streetscape.

Based on the foregoing, the proposed zoning by-law amendment conforms to the policies of the Official Plan.

City of Brockville Comprehensive Zoning By-law

The City of Brockville Zoning Bylaw 050-2014 was adopted by Council June 10, 2014. This report references the Office Consolidation version of August 2023.

The subject property is zoned C2-9 (General Commercial Zone, Special Exception Zone 9) as per Schedule A of the Zoning By-law. This zone is intended to permit a range of non-residential uses, in addition to residential uses limited to a retirement home use and an apartment building. This is consistent with the existing use of the property.

A previous amendment, approved by Amending By-law 018-2018, established the permission for specifically one (1) apartment building on the subject property with a maximum height of 17.5 metres and without the requirement for ground floor commercial space. The intent at this time was to ensure that future commercial opportunities on site were not precluded. However, the Official Plan policies have since changed view to allow more opportunity for residential development to promote the growth and intensification of this area given the limited demand for new commercial or office space. The current zoning by-law amendment proposes to remove the restriction of one apartment building on the subject property.

The amendment further proposes to consider the extent of the lands zoned C2-9 as one lot for zoning purposes, despite any future severance. This acknowledges that the grouping of buildings are designed and managed as one and include common or connected site access, infrastructure, and parking facilities. Should individual development parcels be severed in the future, this avoids the need for potential additional relief to address matters such as setbacks as a result of changing lot line interpretation, or the provision of required parking, aisles or driveways on adjacent parcels.

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Tables 1 and 2 summarize zoning provisions applicable to the development proposal. For the purpose of this summary, zoning is reviewed on a per-parcel basis to demonstrate general compliance, whereas the amendment will in fact to seek to deem all parcels as one lot for technical reasons.

Table 1: Parcel 1, Proposed Development – Zoning By-law Compliance

Zoning Provisions Proposed Apartment Dwelling	**Required Parcel 1**	**Provided Parcel 1**
Section 6.2		
Minimum Lot Frontage (m)	20.0	20.3
Minimum Lot Area (m^2)	600.0	2,865.6
Minimum Front Yard (m)	7.5	8.6
Minimum Exterior Side Yard (m)	7.5	5.3
Minimum Interior Side Yard (m)	2.0	3.0
Minimum Rear Yard (m)	7.5	10.6
Maximum Lot Coverage (%)	40.0	40.0
Minimum Landscaped Open Space (%)	15.0	30.7
Maximum Building Height (m)	17.5	17.5
Section 3.4		
Minimum Amenity Area (m^2)	1050.0	1390.0
Minimum Children's Play Area (m^2)	140.0	0.0
Section 3.9		
Minimum Bicycle Parking Spaces	17.0	17.0
Section 3.24		
Minimum Loading Spaces	0.0	0.0
Section 3.34		
Minimum Vehicle Parking Spaces	91.0	72.0
Minimum Accessible Parking Spaces	2.0	2.0
Section 3.35		
Minimum Planting Strip (m)	3.0	3.0

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Table 2: Parcel 2, Existing Development – Zoning By-law Compliance

Zoning Provision Existing Retirement Home & Apartment Dwelling	Required Parcel 2	Provided Parcel 2
Section 6.2		
Minimum Lot Frontage (m)	20.0	72.5
Minimum Lot Area (m^2)	600.0	10,168.60
Minimum Front Yard (m)	7.5	15.5
Minimum Exterior Side Yard (m)	6.0	15.6
Minimum Interior Side Yard (m)	2.0	6.8
Minimum Rear Yard (m)	7.5	4.4
Maximum Lot Coverage (%)	40.0	35.7
Minimum Landscaped Open Space (%)	15.0	33.0
Maximum Building Height (m)	17.5	17.2
Section 3.4		
Minimum Amenity Area (m^2)	1600.0	1600.0
Minimum Children's Play Area (m^2)	112.5	112.5
Section 3.9		
Minimum Bicycle Parking Spaces	30.0	31.0
Section 3.24		
Minimum Loading Spaces	0.0	1.0
Section 3.34		
Minimum Vehicle Parking Spaces	101.0	67.0
Minimum Accessible Parking Spaces	3.0	3.0
Section 3.35		
Minimum Planting Strip (m)	3.0	3.0

Site-specific modifications are requested to the C2-9 to address the relief identified in Tables 1 and 2 (orange boxes), as follows:

- Reduce minimum exterior side yard

  This relief relates to the proposed apartment building and will permit a reduced exterior side yard of 5.0m adjacent to Central Avenue. The reduced setback is required only for the certain "pinch-points" at the corners of the building, due to the curving lot line. Aside from the "pinch-points", the large majority of the building wall will be well set back up to 10m from the lot line. By reducing the exterior yard, the building footprint may shift closer to the street in order to maximize the setback from an abutting low-density residential use and allow for the provision of a hedgerow planting strip along the interior lot line. The reduced yard further allows for a functional internal layout given that the building footprint is relatively narrow in this location.

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- Remove minimum equipped children's play area

  This relief relates to the proposed apartment building and will remove the requirement to provide an equipped children's play area in addition to the conventional amenity areas provided on site. This is due to both a lack of suitable location and anticipated need. The development achieves a relatively compact form which does not include sufficient area for a play area to be located away from vehicular uses, such as parking and streets, for safety reasons. Further, the development would be marketed towards seniors who would have little use for such area other than for visiting families, in which case they may use the ample communal areas provided within the building. There are also several public play areas available towards the downtown core. It is noted that there is an existing children's play area provided in connection with the existing retirement home and apartment building. This relief would merely exempt from the requirement to provide an additional area specifically for the new apartment.

- Reduce minimum parking requirements

  This relief relates to both the proposed apartment building as well as the existing retirement home and apartment building. A reduced parking rate of 1.0 space per unit is requested for the apartment uses, whereas the by-law requires a minimum parking rate of 1.4 spaces per unit for apartment dwelling located north of the CNR Mainline. Considering that all units are to be rental accommodations managed by the owner, there is ability to ensure that on average all tenants require no more than one parking space, which is common for the intended senior demographic. Tenants would be made aware of this upon inquiry for lease. It is not anticipated that this will be a significant concern, given that the units are designed as one or two-bedroom units intended predominantly for one or two-person senior households for which one parking space (or none) is sufficient. Further, development is served by regular transit with very accessible and convenient stops at both the front entrance of the retirement home and at the intersection of Stewart Boulevard at Schofield Avenue. The proposed below-grade parking structure would accommodate additional parking for visitors.

  In addition, a reduced parking rate of 0.25 spaces per unit is requested for the retirement home, whereas the by-law requires a minimum parking rate of 0.5 spaces per unit. This is sufficient to accommodate the parking needs for staff, visitors and residents based on actual demand observed over the past eight years of operation. The vast majority of residents do not own vehicles and rely on other means of transportation. One such means is the transportation (taxi) service offered by the retirement home to assist residents with travels for medical and personal appointments and outings. Generally, no more than 10% of units require a dedicated parking space. Staff for the retirement home require approximately 16 spaces during the day time which decreases considerably in the evening to 2 or 3 spaces. As such, the reduced rate can support the needs for the retirement home based on years of operation and input from the executive director of the retirement home.

  While parking spaces may be shared among uses on site, the minimum number of parking spaces for each will be allocated as follows based on the amended rates:

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Table 3: Minimum Parking Requirements

Parking Requirement	Required	Provided
Apartment Dwelling – Proposed 1.0 space per unit	65	72
Apartment Dwelling – Existing 1.0 space per unit	45	45
Retirement Home – Existing 0.25 spaces per unit	19	22
Total – All Uses	129	139

- Reduce minimum rear yard

  This relief relates to the existing retirement home should the parcels be severed in the future, however, no modification to the rear yard standard is being requested given the approach to consider all parcels as one lot for zoning purposes.

Based on the foregoing, the proposed zoning by-law amendment is appropriate for the development of the property in terms of both use and associated performance standards.

CONCLUSION

The purpose of the requested zoning by-law amendment is to modify provisions of the C2-9 zone to accommodate the development of five-storey apartment dwelling on the subject property. The development proposal will complement and integrate with existing uses on and adjacent to the property and will introduce additional rental accommodations marketed towards seniors to address a current gap in the market.

It is demonstrated that proposed amendment is consistent with the Provincial Planning Statement and conforms to the policies of the City of Brockville Official Plan. It is further demonstrated that the amendment is appropriate for the development of the property. It is our professional opinion that the development proposal represents good land use planning.

NOVATECH

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