

February 7, 2022

Brenda Guy, Manager of Planning and Development  
Town of Gananoque  
30 King Street East, Box 100  
Gananoque, ON  
K7G 2T6

**RE: Development Permit Class III Application – Report Addendum  
King Street West  
Part Lot 11, Concession 1  
Parts 1-5 Plan 28R-5002 and Parts 1-3 Plan 28R-9972  
Town of Gananoque  
Applicant: 9695443 Canada Inc. – MultiRez Capital**

Dear Ms. Guy,

ZanderPlan Inc. has been retained by the applicant to assist with a Class III Development Permit Application for the property situated on King Street, being Part Lot 11, Concession 1, Parts 1-5 Plan 28R-5002 and Parts 1-3 Plan 28R-9972. The subject property is currently vacant and designated and zoned as Residential. The proposal is seeking to construct four (4) buildings on the site three (3) of which will contain six (6) townhouse units and one (1) of which will contain four (4) townhouse units. The design of the units is referred to as 'net-zero' and includes the provision of additional design elements such as solar panelling and triple-paned windows aimed at making the buildings more self-sustaining which minimizes the servicing costs for each unit / structure.

#### **SUBJECT PROPERTY**

The subject property is situated in western portion of the Town of Gananoque fronting onto King Street West / County Road 2 (see Figure 1 below). The property is currently vacant with no structures or buildings. Treed areas with few mature individuals lie along the west and south boundaries of the property. The majority of the site is open grassed area. Hydro servicing runs along the front of the property and several easements for servicing and access are present pursuant to Plans 28R – 5002 and 28R – 9972.



**Figure 1. Aerial View of the Subject Property**

**SITE DESCRIPTION – existing use**

The site consists of approximately 1.23 acres (4985 m<sup>2</sup>) of land with 86.9 metres of frontage onto King Street West. Direct access to the subject site comes from King Street West. The subject site is currently vacant and undeveloped consisting mainly of grassed areas. Along the Western, Southern, and Eastern perimeters of the property there are some trees and shrubs.

Several easements are located on the subject property pursuant to the survey plans registered on title. Plan 28R – 5002 shows a servicing easement, being Part 2, coming onto the northeast side of the property at the road and crossing in a southwesterly direction exiting the west side of the property 34 metres back from the road allowance. An access easement in favour of the abutting property to the east, being Part 4 on the plan, crosses in an east to west direction across the property and exits in the rear southwest corner of the lot. The easement appears to extend over an adjacent property and connect to Dempster Lane to the south.

An additional servicing easement is shown as Parts 1 – 3 on Plan 28R – 9972. The easement crosses along the front and west sides of the property. Parts 1 and 3 on the survey connect to either end of Part 2 on Plan 28R – 5002. All existing easements will be protected through the redevelopment of the site.

**SITE DESCRIPTION – proposed use**

The applicant is proposing to develop twenty-two (22) dwelling units in the form of four (4) townhouse rows on an existing underutilized residential lot. The proposed development is permitted within the Residential Land Use designation as per the Official Plan; however, it is a discretionary use under the current Development Permit By-law. The applicant is submitting a Class III application to allow for the discretionary use (townhouse) to be permitted on the subject site.

The proposed driveway leading to the internal parking area has been designed to follow the existing access easement, shown as Part 4 on 28R-5002, to ensure the abutting land owner maintains access if needed. The proposed buildings have been situated to avoid the existing servicing easements on the property. The main servicing easement along the front and west side will not be affected by the proposed buildings.

The building will consist of ‘net-zero’ designed units which include several features that help contribute to the reduction of servicing costs. The south-facing orientation of the buildings allow for the inclusion of solar panels on the roof of each unit to capture sunlight and contribute to the hydro demand. Building design is aimed at achieving a more efficient structure with less costs for servicing.

**SURROUNDING CONTEXT**

As previously noted, the subject property is currently zoned as Residential. To the north is the Colonial Resort, a Motel, and a single detached residential dwelling standing at 2 storeys. Further to the north of the Colonial Resort is a residential neighbourhood on Garfield Street with single detached residential dwellings ranging in size from one to two storeys. To the east is a vacant building and further east is an apartment standing at three storeys. To the south is a residential neighbourhood on Ontario Street, Dempster Drive, and Steel Street consisting predominately of single detached dwellings ranging in size from one storey to two storeys. To the west is the Gateway Motel, a motel, which consists of two, one storey rows with a reception building standing at 2 storeys. The proposed townhouse style design would be in keeping with the overall massing, scale and built form of surrounding uses.

**PROVINCIAL POLICY STATEMENT, 2020**

The Provincial Policy Statement (PPS, 2020), created under the authority of Section 3 of the *Planning Act*, identifies matters of Provincial interest which must be considered when planning applications are filed in Ontario. Approval authorities are required to ensure that decisions on planning matters are consistent with these policies.

The proposed development is consistent with **Section 1.0** Building Healthy Communities, as it represents intensification of development, thereby efficiently using land and the existing infrastructure network. It will contribute to the local area through accommodating a mix of housing types by providing twenty-two (22) townhouse units through an intensification infill on an existing underutilized residential lot. As per section 1.1.1 (a) (b) (c) (d) (e) (g) the subject property promotes efficient development, accommodates a mix of housing types in the form of twenty-two (22) townhouse units, avoids development which may cause environmental or safety concerns and the prevention of efficient expansion in settlement areas as the proposed development will intensify residential usage on a underutilized existing residential lot, minimizes land consumption and servicing costs by intensifying the amount of residential units on the site and using a pre-existing developed lot with appropriate servicing, and ensures the necessary infrastructure is in place to meet the current need of the development. The proposed development will efficiently intensify an existing residential lot in the form of twenty-two (22) townhouse units without causing public health or safety concerns, it will not prevent the expansion of the settlement area as it is utilizing an existing residential lot within a settlement area, and the proposed development taking place on an existing residential lot promotes and ensures necessary infrastructure in place as it is already the required servicing in place.

**Section 1.1.3** speaks to Settlement Areas, noting there is need *“to use land and resources wisely, to promote efficient development patterns, protect resources, promote green spaces, ensure effective use of infrastructure and public service facilities and minimize unnecessary public expenditures”*. The proposed development uses land resources wisely as it is intensifying an existing underutilized residential lot, which in turn does not take away from other potential development areas; the proposed development will also utilize the existing infrastructure and servicing available to the site. As per section 1.1.3.2 land use patterns in settlement areas shall be based on densities and a mix of land uses. The proposed development efficiently uses land resources through developing on a pre-existing residential lot, which will create and make use of available infrastructure and public service facilities; the proposed development will minimize negative impacts to climate change through developing a pre-existing serviced site and through

implementing a net-zero design which produces an equal amount of energy as it consumes (Section 1.1.3.2 a, b, c).

**Section 1.2.6** speaks to Land Use Compatibility, noting that “*Major facilities and sensitive land uses* shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential *adverse effects*”. The proposed development does not meet the definition of a major facility or sensitive land use as defined the Provincial Policy Statement as there is not expected any adverse effects from contaminant discharges, noise, odour, or other public health risks from creation of twenty-two (22) townhouse units on an existing residential lot (section 1.2.6.1). Additionally, the attached Noise Study concludes the development will not require any form of noise mitigation as it is within acceptable levels. Further, the subject property is not in close proximity to any other site which would contain major facilities that would result in a conflict with the proposed development.

**Section 1.4** speaks to Housing, noting planning authorities shall “provide for an appropriate range and mix of *housing options* and densities required to meet projected requirements of current and future residents of the *regional market area*”. The proposed development will be in a location where appropriate levels of infrastructure and public service facilities already exist, as the subject site is an existing serviced residential lot and provides housing options to meet the well-being and requirements of future and current residents through the creation of twenty-two (22) dwelling units in the form of four (4) townhouse rows (section 1.4.3 (b) 1, 2(c)). It can be assumed that this development will meet the needs of future and current residents as it provides medium density housing where servicing permits.

**Section 1.6.6** of the PPS speaks to servicing, noting that municipal sewage services and water services are the preferred form of servicing in settlement areas. The proposed development has access to municipal sewage services, water services, and stormwater management. Section 1.6.6.7 speaks to stormwater management; stormwater management will be addressed at the site plan stage of this development.

**Section 1.6.7** of the PPS speaks to transportation systems, noting efficient use should be made of existing infrastructure. Currently, the subject site already has the infrastructure in place with direct access to King Street West, an arterial road.

**Section 1.7.1** of the PPS speaks to Long-term economic prosperity. As per section 1.7.1 (c), the proposed development will optimize the long-term availability and use of land, resources, *infrastructure* and *public service facilities* through the intensification of an existing residential

lot from an underutilized existing site with existing servicing and no expected negative impacts. Additionally, the proposed development will minimize the negative impacts from a changing climate and respond to market-based needs through providing housing in the form of twenty-two (22) townhouse units through a net-zero design and by utilizing pre-existing infrastructure on an existing under-utilized residential lot.

**Section 1.8** of the PPS speaks to Energy Conservation, Air Quality and Climate Change. The proposed development will promote a compact form and contribute to the overall structure of the corridor by locating parking off an internal driveway and positioning well away from travelled road (Sec. 1.8a). The net-zero design of the buildings will maximize energy efficiency and conservation through the use of improved design elements, including the provision of solar paneling which will generate its own energy reserves for the buildings (sec. 1.8f). Vegetation and green infrastructure is proposed throughout including vegetative screening along the rear property line to mitigate impacts on the single dwellings to the rear. Additional vegetation will be proposed outside of building and servicing easement areas to maximize the available on-site vegetation where feasible (Sec. 1.8g).

**Section 2.0** of the PPS speaks to the Wise Use and Management of Resources. The subject site does not contain any known resources noted under the subject line of section 2.0 of the PPS.

**Section 2.2** of the PPS speaks to water. As per section 2.2.1 (i), the subject site will ensure “stormwater management practices will minimize volumes and contaminant loads, and maintain or increase the extent of vegetative and pervious surfaces”. Detailed stormwater management design will be addressed at the site plan stage.

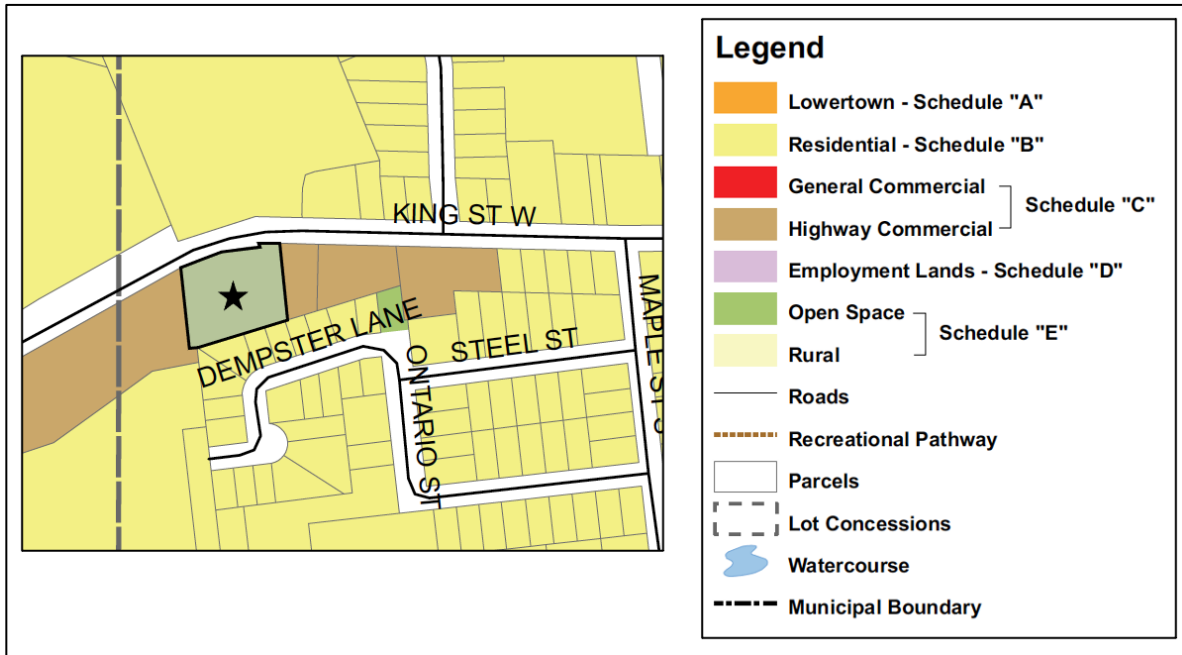
**Section 2.4** of the PPS speaks to Minerals and Petroleum. The subject site does not contain any known *Significant Minerals and petroleum resources* that need to be preserved.

**Section 2.6** of the PPS speaks to Cultural Heritage and Archaeology. The subject site does not contain any known *Significant built heritage resources or significant cultural heritage landscapes* that need to be preserved.

Overall, the proposed development can be considered consistent with the policies in the 2020 Provincial Policy Statement.

**TOWN OF GANANOQUE OFFICIAL PLAN**

The subject property is designated as Residential on Schedule A of the Key Map from the Town of Gananoque Official Plan (See Figure 2 below). Lands located to the north and south of the property fall in the Residential designation. Lands abutting to the east and west fall in the Highway Commercial designation.



**Figure 2. Subject Property and Surrounding Land Uses from the Key Map of the Official Plan**

**Section 2.2** speaks to the Guiding Principles, Objective 4 under the Guiding Principles notes *“We are committed to preserving and enhancing the quality of our residential neighborhoods through appropriate housing types, densities and transitions from adjoining land uses”*. The proposed development is consistent with objective as it is providing housing in the form of twenty-two (22) dwelling units over (4) townhouse rows which is of a similar density of the the Gateway Motel and Colonial Resort which are adjacent to the subject site, while also providing a transition from the lower density housing to the south in the form of an amenity space which creates an added buffer on top of meeting the prescribed rear yard setback from the Development Permit By-Law.

**Section 3.2** speaks to the Residential Land use, noting the intent of the Plan is to provide new residential opportunities through intensification. As per section 3.2.1 which speaks to the Goal and Objectives of the Residential Policy Area, Objective 1 is to *“Promote and support*

*development which provides for affordable, freehold and/or rental housing with a full range of density types".* The proposed development being a net-zero development will be more affordable than conventional development as through a design which utilizes forms of green energy to cut down on utility costs. The lower cost to supply the house with heat and water will be passed on to those within the units making them more affordable to live in. Objective 4 is to *"Ensure that residential intensification, infilling and redevelopment within existing neighbourhoods is compatible with surrounding uses in terms of architectural design and density"*. The proposed development being twenty-two (22) dwelling units in the form of four (4) townhouse rows would be considered compatible when compared to the existing Gateway Motel and Colonial Resort; with regard to the uses to the south, an amenity area in addition to meeting the prescribed rear yard setbacks will ensure compatibility with the existing uses. These mentioned points demonstrate the proposed developments consistency with objective 4.

**Section 3.2.2.1** speaks to the Permitted Uses in the Residential Policy area noting, the permitted residential uses shall include dwelling types from low density single detached dwellings to high density apartment dwelling. The proposed development is considered a permitted use as defined by the Plan as it will take place in form of twenty-two (22) dwelling units in the form of four (4) townhouse rows; since the proposed development is in between the density of a single detached dwelling and an apartment building it is assumed it would be a permitted use based off the definition of permitted uses noted by the Plan.

**Section 3.2.2.4** speaks to Compatibility, noting *"all new development, including infill residential development in existing neighbourhoods, maintains or enhances the surrounding area and is compatible with respect to built form, scale, urban design, intensity of use and streetscape"*. The proposed development is compatible with the surrounding area with regard to built form and scale as the adjacent uses being the Gateway Motel and Colonial Resort are already fairly large and dense; the proposed development being twenty-two (22) dwelling units in the form of four (4) townhouse rows would be considered compatible when compared to the existing Gateway Motel and Colonial Resort. Additionally, the proposed development is compatible in regard to urban design when compared to the low-density residential uses to the south. The two-storey townhome style units are similar in height to surrounding uses and will appear out-of-place with the height of abutting uses. Access to the streetscape will be limited to a single driveway similar to uses along this section of King Street West. Parking will be situated to the interior of the site, buffered from the road by two of the four proposed buildings, allowing for a continuous streetscape to be maintained. Landscaping and fencing will help buffer the transition between residential dwellings to the south.



**Section 3.2.2.5** speaks to Infill, noting *“Infilling on registered lots where services are available shall be encouraged. Infill development shall be of the same scale and density as adjacent residential uses”*. The proposed development being an infill development on an underutilized existing residential lot with services available is consistent with the intent of infill development noted by the Plan. Additionally, as previously noted, the proposed development will be of the same scale and density of the existing residential uses with regard to Gateway Motel and Colonial Resort and demonstrates regard to the lower density residential land uses to the south through the implementation of amenity space to the south of the subject site which creates an added buffer on top of meeting the prescribed rear yard setback from the Development Permit By-Law. The proposed development is consistent with the intent of infill development in the residential policy area as it is occurring on a residential lot with services, in addition to being of a similar scale to the adjacent residential land uses.

**Section 3.2.2.7** of the Official Plan speaks to Energy Efficiency and its promotion by encouraging new development *“to employ design techniques which result in efficient orientation of streets, lots and buildings. Rooftop solar panels, building orientation to ensure solar access and functional landscaping (windbreaks, boulevards, and planting) should also be taken into consideration during the design phase of new Greenfield residential development.”* All four buildings have been oriented to the south to ensure adequate solar access for the panels proposed on each unit. Landscaping along the south side will be enhanced with selective planting in parking areas to ensure the overall Greenfield design maintains the natural characteristics of the existing site.

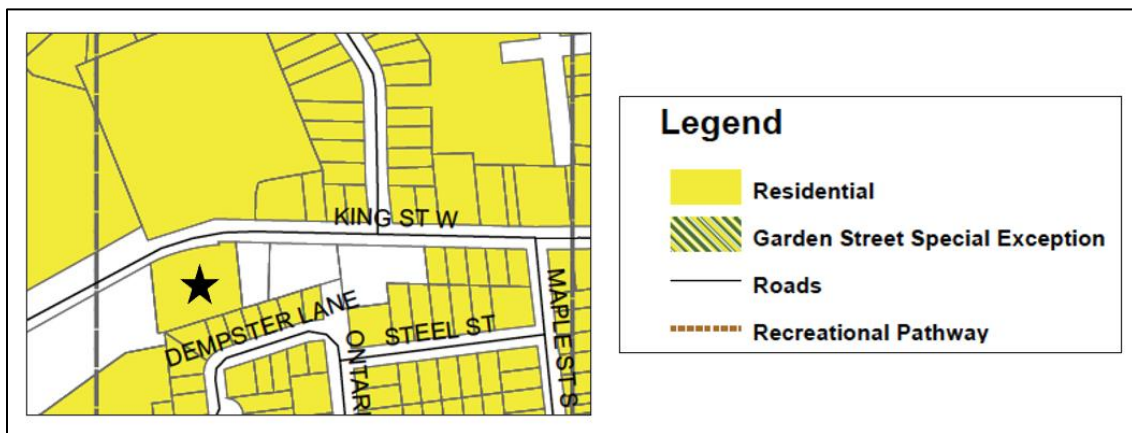
**Section 3.2.2.8** of the Official Plan speaks to Residential Density and Affordable Housing stating a full range of housing densities will be permitted, with an overall housing density target of 12 units per gross hectare. The goal is to maintain or improve the availability of affordable housing by ensuring a broad range and mix of housing types and densities compatible with the character of surrounding uses. Higher density residential development will be generally encouraged in areas in proximity to 1) Commercial designations; 2) Open Space; 3) Arterial or collector roads, and shall only be permitted where compatible with the neighbourhood, where sewer and water lines have adequate capacity, and where parking and access will have no impacts on traffic patterns. The proposed development is seeking a density of 44 units per gross hectare consisting of four townhome style net-zero buildings. The increased density is supported by access to King Street West and proximity to Highway Commercial uses located to either side of the property. The two-storey townhome design will be compatible in terms of built form, scale, and massing with surrounding residential uses, have adequate servicing capacity as demonstrated in the Servicing Options Report, and will include a parking layout that

will direct traffic and parked cars to the interior of the property with a single access point to the main road. Affordability of the units will be achieved through the net-zero design which will minimize servicing costs for each unit. The affordability through design is further supported by Section 3.2.2.10 of the Official Plan. The development of rooftop or ground oriented solar energy conversion systems for individual or large scale residential uses shall generally be permitted and are supported by Section 4.1.8.2 of the Official Plan. Although the site is proposing a significantly higher density than 12 units per gross hectare the Official Plan supports the development plan for the site.

Overall, the proposed development can be considered consistent with the policies in the Town of Gananoque Official Plan.

**TOWN OF GANANOQUE DEVELOPMENT PERMIT BY-LAW**

The subject site is zoned as Residential on the Residential Schedule within of the Town of Gananoque Development Permit By-law (see Figure 3 below).



**Figure 3. Subject Property Zoning and Surrounding Zoning from the Development Permit By-law**

**Section 3** of the Development Permit By-Law sets forth the General Provisions for all development within the Town of Gananoque. Section 3.24 speaks to Landscaped Open Space, noting the provisions for landscaped open space with respect to buffering non-compatible uses are set forth in the specific land use designations. In a residential designation any portion of a front yard not used for other permitted uses shall be devoted to landscaped open space. Adequate landscaped open space will be provided on-site.

**Section 3.32** speaks to Parking and Storage of Vehicles, first noting the prescribed size of the parking spaces; the proposed development as demonstrated in the attached site plan demonstrates conformity with the prescribed parking space size. Section 3.32 also speaks parking rates requiring 1.25 spaces per dwelling unit, with the provision of one barrier-free parking space for every 20 parking spaces proposed. The development requires 28 spaces (1.25 / unit) to service the 22 units proposed with two of the spaces being barrier-free parking.

*Required Parking = 1.25 spaces X 22 units*

*Required Parking = 1.25 X 22*

*Required Parking = 27.5 or 28 spaces*

The site plan for the property shows a total of 30 parking spaces on-site. As demonstrated above, the proposed development is consistent with prescribed parking noted under section 3.34 of the Development Permit By-law

**Section 5.0** of the Development Permit By-Law outlines the various Residential designations within the Town. Policies for the Residential designation are found under Section 5.3. Under section 5.3 Townhouse Dwellings are listed as a discretionary use, additionally, 5.3.2 provides the zoning provisions for Townhouse Dwellings which are addressed in relation to the proposed development in Table 1 below.

Zoning Table (Townhouse Dwelling Provisions)		
Site Provisions (per unit)	Requirements	Proposed
Lot Area (min)	4,480 m <sup>2</sup> (220 m <sup>2</sup> / unit)	4,985 m <sup>2</sup>
Lot Coverage (max)	40%	15%
Lot Frontage (min)	132 (6 m / unit)	86.9 m
Front Yard (min)	6 m	6 m
Exterior Side Yard Build Within (min)	N/A	N/A
Interior Side Yard Build Within (min)	1.2 m	1.2 m, 8 m
Rear Yard (min)	9 m	9 m
Height (max)	11 m	7.27 m
Parking Spaces (min)	28 (1.25 / unit)	30
Amenity Space (min)	440 m <sup>2</sup> (20 m <sup>2</sup> / unit)	645 m <sup>2</sup>
Percentage At-Grade Parking (max)	40 %	11.2%

**Section 5.4.2** speaks to Multi-Unit Dwellings including Townhomes. The proposed development is consistent with all of the noted policies and provisions within this section as demonstrated in the Zoning table below and within the in the attached site plan. Parking is proposed in the interior of the site outside of the required front yard. Including driveways and parking spaces only 27.1% of the site is used for at-grade parking, well below the maximum of 40%. Amenity space is provided at a rate of 29.3 square metres per unit (minimum 20 square metres / unit). All pedestrian walkways are designed at 1.5 metres in width. The garbage enclosure will be located away from the units on the west side of the property, maximizing its distance to the abutting single detached dwellings to the south. The enclosure will be surrounded by fencing. Areas not used for buildings or access will be landscaped.

**Section 5.4.3** speaks to Discretionary Uses, as previously mentioned, the usage of Townhouse under section 5.3.1 of the Development Permit By-law notes such usage as a discretionary use. Given the proposed development is a discretionary use, this application is a Class III Development Permit approval. Additionally, with regard to the further notes within section 5.4.3 the proposed development is consistent with the mentioned functional requirements with all other design drawings coming at the Site Plan stage.

**Section 5.4.4** of the Development Permit By-Law sets forth the Design Criteria for review of development permit applications in the residential designation. Buildings and access will be oriented toward the street. There are no mature trees viable for retention on the property. One tree for every 15 metres of lot width has been provided along the front of the property outside of any servicing easements or proposed stormwater management features. A total of nine (9) trees are proposed throughout the site. Development along the road exhibits varied setbacks on lots of varying sizes. The proposed development will maintain similar setbacks to existing structures on abutting properties. Building and architectural design will be complementary to surrounding uses with similar colours and textural elements.

Overall, the proposed development will comply with the provisions required and noted within the Town of Gananoque's Development Permit By-Law.

## **TRAFFIC STUDY**

ZanderPlan retained BT Engineering to complete a Traffic Impact Study for the subject property of the proposed developed on King Street. BT Engineering performed a traffic count August 2014 to determine the existing traffic levels at the time of their preliminary study. To get to

2025 traffic volumes, there was an assumed growth of 1% per year. Using the original existing conditions analysis in conjunction with the expected growth of 1% per year, the traffic volume was determined. The Traffic Impact Study concluded that the proposed development of 22 townhouse units is not expected to have a significant impact on nearby traffic operation, and no modifications to the existing roadway would be required. The complete Traffic Impact Study is attached to this submission

### **NOISE ASSESSMENT STUDY**

ZanderPlan retained BT Engineering to complete a Noise Assessment for the subject property of the proposed developed on King Street. BT Engineering conducted a noise assessment of the subject property in accordance with the Ministry of the Environment, Conservation and Parks (MECP's) Noise Assessment Criteria which specify the equivalent sound level criteria for outdoor and indoor amenity areas; the noise being evaluated was that which is generated by vehicular uses generated from King Street West. BT Engineering took the Traffic Input Data provided by the Town of Gananoque and placed it into a 90/10 daytime to nighttime split for traffic volume. BT Engineering used the year 2020 16-hour equivalent daytime sound levels and 8-hour nighttime sound levels for the receiver site, calculated using the STAMSON noise software program, in doing so they found the following. For the outdoor sound level, the daytime noise level was 55 dBA which are considered to be acceptable noise levels for outdoor recreation areas. For the pane of window (sleeping quarters) it was determined the noise did not exceed 60 dBA which is considered an acceptable noise level for the pane of window. BT Engineering concluded, based on the calculated sound levels, the noise level in the daytime OLA is less than 55 dBA and the nighttime pane of window noise level is less than 69 dBA. Therefore, no mitigation is required. The complete Noise Assessment Study is attached to this submission.

### **GEOTECHNICAL INVESTIGATION**

A Geotechnical Investigation was completed for the property by Kollaard Associates in March of 2021 to assess the subsurface soil conditions at the site. Field work took place November 30, 2020 which dug a total of seven test pits (TP1 – TP 7) using a rubber tire mounted backhoe. Test pits were advanced to depths of 0.8 to 3.2 metres below existing ground surface. Fill materials consisting of topsoil followed by a mixture of grey brown silty clay with some sand, gravel, cobbles, large boulders and organics were encountered at all of the test pits except TP3. Other

materials including asphalt, brick, concrete, plastic debris and roots were also encountered. The fill materials extended to depths of about 0.6 to 1.8 metres below the existing ground surface. Topsoil was encountered from the surface at TP3 and below the fill materials at TP4, TP5 and TP6 ranging from about 0.2 to 0.5 metres. A deposit of grey brown to grey silty clay was encountered beneath the fill materials and topsoil at all of the test pits. Bedrock was encountered below the silty clay at all of the test pits at depths ranging between 1.4 to 4.0 metres below the existing ground surface. The surface of the bedrock was scraped using the bucket of the excavator and was observed to be smooth and un-fractured within these test pit locations.

Geotechnical Guidelines and Recommendations relating to Foundations, Bearing Capacity, Engineered Fill, Foundation Excavation, Dewatering, Frost protection, Backfill and Drainage, and Slab-on-Grade Support are found under Section 5 of the report. Section 6 outlines recommendations for site servicing including excavation, pipe bedding and cover materials, and trench backfill. Additional access roadway and parking area requirements are found in Section 7.0 of the report.

### **SERVICING AND STORMWATER MANAGEMENT REPORT**

A Servicing and Stormwater Management Report was completed for the proposed development by Kollaard Associates to address serviceability relating to the adequacy of existing municipal storm sewer, sanitary sewer, and watermains to adequately convey the necessary storm runoff, sanitary sewage and water demands for the 22 units proposed.

Stormwater management is achieved for the site by restricting the post-development flow rate from the site to King Street West to less than or equal to the pre-development runoff rate to King Street West. Uncontrolled runoff directed off site to adjacent properties will be reduced during post development condition such that the runoff generated during a 100 year post-development storm event will be less than the runoff being directed to the adjacent properties during predevelopment conditions for a 2 year storm event. The peak sewage flow rate from the proposed development will be 0.53 L/sec. The existing municipal sanitary sewer will have adequate capacity to accommodate the minimal increase in peak flow. The existing municipal watermain along King Street West will have adequate capacity to service the proposed development for both domestic and fire protection. During all construction activities, erosion and sedimentation shall be controlled.

**SUMMARY**

The property owner is filing a Class III Development Permit Application for the subject property fronting onto King Street West allowing for the development of twenty-two (22) townhouse units. The development while being permitted under the Official Plan is a discretionary use under the Residential Zone in the Development Permit By-law, therefore requiring a Class III application.

The proposal is consistent with the policies and objectives of the Official Plan, particularly with respect to its Residential Land Use policies and objective four (4) under the plans Guiding Principles. The proposal is consistent all of the townhome zoning provisions provided by the Development Permit By-law as demonstrated through the provided Zoning Table. Conformity with the Provincial Policy Statement has also been demonstrated.

Should you require any additional information in order to process this application, please don't hesitate to contact the undersigned.

All respectfully submitted by:



Chris Clarke, B.Sc., CPT