

161 + 163 Shanly Road Township of Edwardsburgh Cardinal

Planning Justification Report
Zoning By-law Amendment
February 21, 2024



Prepared for Madison Mulder Enterprises

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1.0 Introduction

1.1 Introduction

Fotenn Planning + Design has been retained by Madison Mulder Enterprises to prepare this planning justification report in support of applications for zoning by-law amendment for the properties at 161 and 163 Shanly Road in the Township of Edwardsburgh Cardinal. The purpose of this application is to address consent condition #2 of decision B-82-23 of the United Counties of Leeds and Grenville, which requires that the retained and severed lands be rezoned.

A pre-application meeting with Township staff identified the application requirements. Accordingly, the following are submitted in support of the application:

- / Application fees;
- / Application forms;
- / Conceptual Site Plan;
- / Environmental Site Assessment;
- / Traffic Brief; and,
- / This Planning Justification Report.

The purpose of this report is to assess the appropriateness of the proposed zoning by-law amendment in the context of the surrounding area as well as its conformity with the policy and regulatory framework applicable to the property.

1.2 Development Application

The subject site is designated as Urban Settlement Area on the United Counties of Leeds and Grenville Official Plan. The site is designated Settlement Policy Area on Schedule A Land Use of the Township of Edwardsburgh Cardinal Official Plan. The site is zoned General Commercial (CG) Zone in the Township of Edwardsburgh Cardinal Zoning By-law 2022-37.

The lands have been conditionally severed (application B-82-23) to create one new residential property, to be developed with an apartment building, and one retained lot, which wholly contains the existing mixed-use commercial and residential buildings.

A zoning by-law amendment is required to address lot coverage deficiencies, parking requirements and setbacks, and the existing single dwelling on the retained lot.

A zoning by-law amendment is also required to permit the proposed residential development and to establish appropriate performance standards on the severed parcel.

2.0

Site Context and Development Proposal

2.1 Surrounding Area and Site Context

The subject site is located on the east side of Shanley Road in the village of Cardinal. The site has a total area of approximately 3,078.8 square metres, with approximately 29.3 metres of frontage on Shanley Road, approximately 23.7 metres of frontage on Adelaide Street and approximately 44 metres of frontage on Marjorie Street East. The property is irregular in shape, and currently features commercial and residential uses within a variety of structures that transition from one- to two-storeys in height across the site. Vehicular access and parking are currently available from both Shanley Road and Marjorie Street East.



Figure 1: Surrounding Context (Source: Ontario AgMaps)

The surrounding area contains predominantly residential uses, with commercial uses concentrated along County Road 2. The neighbourhood is primarily characterized by one- and two-storey single detached dwellings. West of the site, across Shanley Road, is a large detached garage that is zoned for Main Street Commercial/Residential uses. Further north of the site is a restaurant.



Figure 2: Site Context (Source: Ontario AgMaps)

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

- / **North:** Residential
- / **East:** Residential
- / **South:** Residential
- / **West:** Residential

2.2 Development Proposal

The subject site is designated as Urban Settlement Area on the United Counties of Leeds and Grenville Official Plan. The site is designated Settlement Policy Area on Schedule A Land Use of the Township of Edwardsburgh Cardinal Official Plan. The site is zoned General Commercial (CG) Zone in the Township of Edwardsburgh Cardinal Zoning By-law 2022-37.

The lands were previously subject to an application for consent to sever (B-82-23), which resulted in one new residential lot (the severed lot) and one retained lot. The retained parcel has a lot area of approximately 1,247.3 square metres with approximately 29.3 metres of frontage on Shanly Road and approximately 21.8 metres of frontage on Marjorie Street East. The existing commercial and residential buildings on the site are fully contained on the retained lot. The severed parcel has a lot area of approximately 1,831.5 square metres, with approximately 23.7 of frontage on Adelaide Street and approximately 22.3 metres of frontage on Marjorie Street East. The severed lot is intended to be developed with a residential multi-unit building with associated parking and amenity areas.

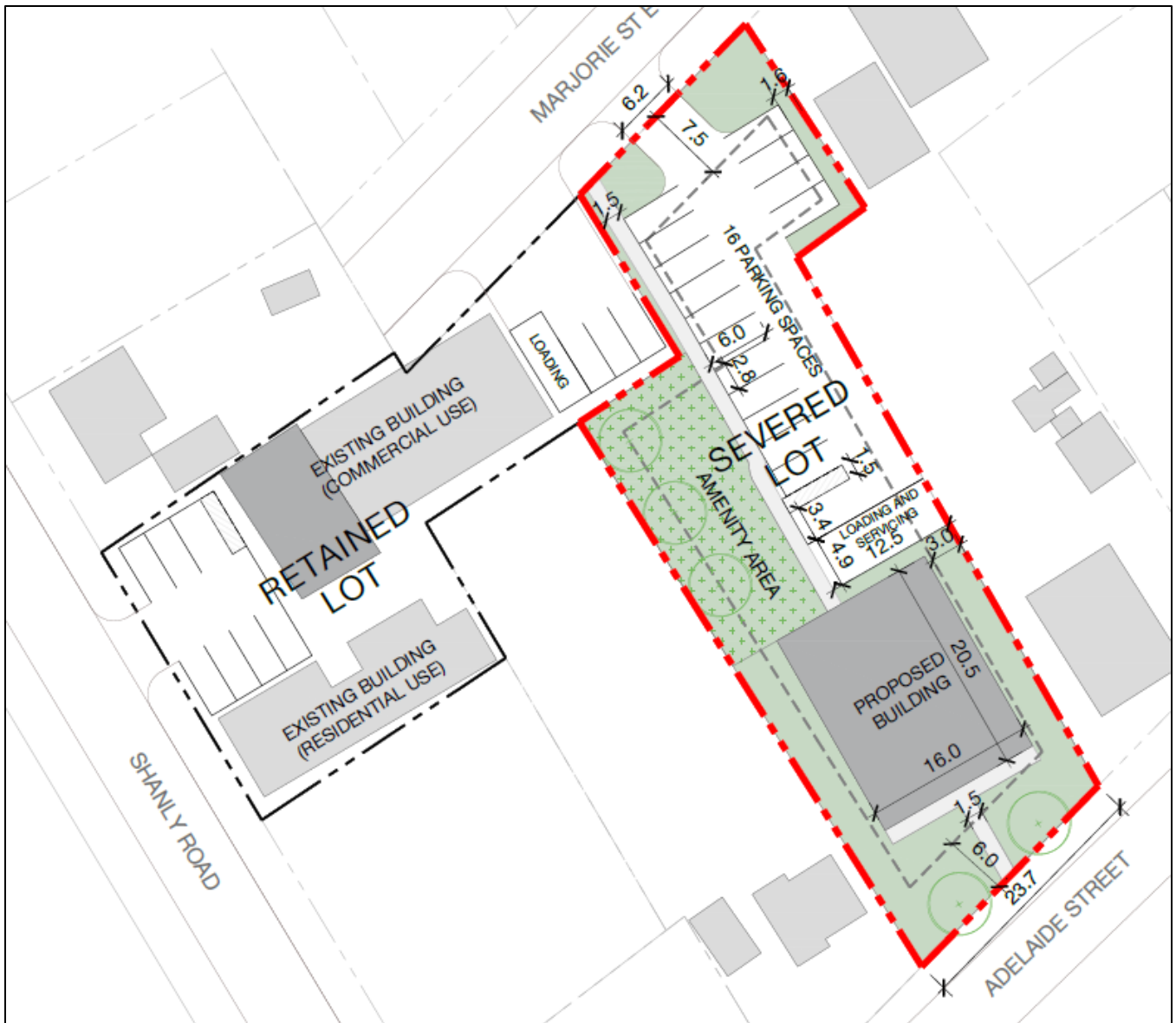
A zoning by-law amendment is required to permit the proposed residential development and to establish appropriate performance standards on the severed parcel. The severed lot was reviewed by the approval authority and commenting agencies through the consent process and was found to be appropriate for future residential development in principle. The proposed development on the severed lot will consist of a 12-unit apartment building with 16 parking spaces, including one barrier-free space, and a loading and servicing space for larger vehicles such as moving vans. Vehicular access to the site will be provided by an existing driveway off of Marjorie Street East. Pedestrian walkways to both Adelaide Street and Marjorie Street East are proposed to encourage active transportation and enhance pedestrian connectivity on the site. A

greenspace amenity area is proposed for use by the residents. The open space also provides ample area for seasonal snow storage and potential for natural stormwater management.

The proposal seeks to rezone the severed lot from the General Commercial (CG) Zone to a site-specific Residential Third Density (R3-XX) Zone to permit the intended residential uses on the site, as well as reduce the minimum lot frontage and parking area setbacks on the site.

A zoning by-law amendment is also required to address lot coverage deficiencies, parking requirements and setbacks, and the existing single dwelling on the retained lot. As part of the applications, two tin clad Quonset accessory buildings along Majorie Street East are proposed to be removed. Additional alterations to the built form include removal of a section of the building which currently connects the commercial and residential buildings fronting on Shanly Road. Minor alterations to the site are proposed, including a reorientation of vehicular spaces in the parking area to maximize moving efficiency and accommodate a barrier-free parking space. Minor landscaping changes, including privacy fencing, are also anticipated.

The retained lot is proposed to be rezoned from General Commercial (CG) Zone to a site-specific General Commercial (CG-XX) Zone to reflect site deficiencies resulting from the provisionally approved severance and to acknowledge existing conditions on the site, including increasing maximum lot coverage, decreasing the number of vehicular spaces and amending setbacks to the parking area.



3.0 Supporting Studies

3.1 Environmental Site Assessment

An Environmental Site Assessment (ESA) was prepared by St. Lawrence Testing & Inspection Co. Ltd., dated November 29, 2022. The ESA was conducted to assess the potential issues of environmental concern related to the current and past uses of the property along with environmental concerns that may have resulted from adjoining properties. On the basis of the assessment, it was determined that there are no anticipated environmental concerns on the site, and as such, no further environmental work is necessary. The report does recommend that if the existing buildings are to undergo renovations, that the floor and ceiling tiles be tested for asbestos prior to beginning any demolition work.

3.2 Traffic Brief

A Traffic Brief was prepared by Greer Galloway Consulting Engineers, dated November 6, 2023. The Brief notes that observed conditions confirmed the very low volume of the local streets surrounding the site, and that there were no concerns observed relating to the operation of the surrounding intersections or their geometry. Based on these observations, applicable standards, and a lack of previous safety concerns, the Brief concludes that Marjorie Street East and the existing Walker Street intersection will be able to serve both anticipated background traffic and the proposed development without any modification to geometry, new auxiliary lanes or traffic control modifications.

4.0

Policy and Regulatory Review

4.1 Provincial Policy Statement

The 2020 Provincial Policy Statement (PPS) came into effect on May 1, 2020. The PPS provides high-level 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. Generally, the PPS 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 the policy 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 outlines policies that sustain healthy, liveable and safe communities:

- 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 provides an efficient land use pattern which optimizes use of an existing underutilized parcel within the urban boundary. The proposed development on the severed lot will reflect and integrate a contemporary built form and efficient layout to minimize land consumption and paved surface area. The intensification of this underutilized land in Cardinal's urban boundary will improve the efficiency of the existing and planned infrastructure.

- 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 proposed development on the severed lot will contribute to the mix of residential types within the neighbourhood. The development will introduce apartment dwelling units to the site, which will increase available and attainable housing supply within the community. The proposed residential intensification will contribute positively towards the long-term needs of residents and the municipality.

- 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 and 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 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 proposed development on the severed lot represents appropriate infill of underutilized lands within the settlement area. Infill of underutilized lands within the settlement area mitigates the need to expand the settlement area unnecessarily, making use of existing and planned municipal infrastructure.

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

The proposed development on the severed lot will comply with the standards of the Accessibility for Ontarians with Disabilities Act (AODA). This will help to ensure that accessibility is maintained for persons with disabilities and older persons.

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

The proposed will utilize existing municipal services and infrastructure.

- h) *promoting development and land use patterns that conserve biodiversity; and*
- i) *preparing for the regional and local impacts of a changing climate.*

The proposed development on the severed lot provides a compact built form that makes efficient use of land. The site is well situated to promote active transportation given its proximity to main street. Trees and other vegetation on the site will be maintained where possible. Where vegetation cannot be preserved, it will be replaced elsewhere through high quality landscaping and planting of native vegetation.

Section 1.1.3.1 requires that Settlement Areas be the focus of growth and development. The lands are located within the Municipality's urban boundary. The proposed development on the severed lot will result in 12 new residential units which will contribute to the vitality and development of the existing 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 proposed development on the severed lot achieves a density of approximately 66.6 dwelling units per net hectare. The subject site represents an under-utilized lot within the settlement area. Redevelopment and intensification of this site will more efficiently use available land and infrastructure within the urban boundary.

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

The design of the development emphasizes the promotion of environmental conservation and sustainable development practices through the reduction in impermeable surfaces and vegetation planned for the site, where possible.

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

Although there is currently no public transit service in the area, the proposed development on the severed lot within the Cardinal settlement area will increase potential ridership numbers in the community, supporting the potential for efficient transit services in the future, while also supporting active transportation.

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

The provisions of Section 1.1.3.3 are discussed below.

1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

The village of Cardinal is a primary urban settlement area within The Township of Edwardsburgh Cardinal. The Cardinal settlement area is comprised of a concentration of the residential, commercial, institutional, and recreational uses in the Township. The extent of the urban settlement area is shown on Schedule A of the Township of Edwardsburgh Cardinal Official Plan. The relevant policies of the Official Plan are discussed later in this report.

The proposed development on the severed lands will result in twelve (12) residential dwelling units. The proposed development on the severed lot represents intensification of generally under-utilized lands within the urban settlement area.

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 the intensification of under-utilized lands. The design of the development will allow for increased residential density in a compact form which is sensitive to the surrounding residential neighbourhood. Active and healthy lifestyles will be promoted by the presence of neighbourhood commercial uses within walking and cycling distance of the proposed residential dwellings. There are no anticipated risks to public health or safety as a result of the proposed development.

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 proposal represents appropriate intensification of an existing lot. The proposed apartment dwelling will contribute to the diversity of residential dwelling types and densities available in the community. Intensification of under-utilized lands at this location will allow for a more efficient use of land within the urban boundary and of existing municipal infrastructure.

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. 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:

- a) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;*
- b) permitting and facilitating:

 - 1. 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*
 - 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;**

The proposal represents intensification of an under-utilized site within the urban boundary. The development will contribute to the variety of housing typologies within the neighbourhood by introducing apartment dwelling units to the site. The proposed development on the severed lot represents an efficient use of land within the urban boundary and introduces housing forms which can be accommodated by existing municipal infrastructure. The application also seeks to rezone the retained lands to recognize and permit the continued use of the existing residential dwelling fronting on Shanly Road.

- 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 proposed development will utilize existing and planned municipal services and infrastructure. The infill and intensification of residential uses will contribute to optimizing the efficiency of existing municipal servicing infrastructure within the urban boundary.

- 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*

- f) *establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.*

The proposed development on the severed lot will result in a compact built form with a density of 66 dwelling units per net hectare and represents an efficient use of under-utilized land within Cardinal's settlement area. The proposed development on the severed lot will optimize existing active transportation infrastructure in the community. Residential intensification in this area will support a potential future public transit system. The subsequent site plan control process will ensure appropriate development standards are achieved.

Section 1.6 of the PPS provides policy direction regarding infrastructure and public service facilities.

1.6.2 Planning authorities should promote green infrastructure to complement infrastructure.

The design of the redevelopment promotes environmental conservation and sustainable development practices. This is done through the retention of mature vegetation where feasible, the planting of native plant species, and providing opportunities for natural stormwater management.

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 located within the settlement area and will utilize municipal sewage and water services.

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 proposed development on the severed lot will result in compact built form with a density of 66 dwelling units per net hectare and represents an efficient use of under-utilized land within a settlement area. Although there is currently no public transit service in the area, the proposal will increase potential ridership numbers in proximity to the downtown area, supporting the potential for efficient transit services.

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 located within the settlement area and will utilize planned municipal sewage and water services.

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 proposed development on the severed lot represents residential intensification within the settlement boundary. Increased residential densities in this area will encourage active transportation and increase use of related infrastructure. Sidewalks are located along one side of Shanly Road and the subject site is located within walking distance of various neighbourhood commercial uses and community amenities. Higher density development in this location will encourage increased use of existing and planned public transit services, as well as active transportation facilities.

1.7.1 Long-term economic prosperity should be supported by:

- a) *promoting opportunities for economic development and community investment-readiness;*

The proposed development will result in an increase in residential uses on the site, which will positively contribute to the municipality's tax base and the long-term economic vitality of the township.

- b) *encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;*

The proposed development on the severed lot will contribute to the variety of housing types available in the community, offering greater housing choices for present and future residents.

- c) *optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;*

The proposal represents appropriate infill of under-utilized lands within the settlement area. Infill of under-utilized lands within the settlement area mitigates the need to expand the settlement boundary unnecessarily, making use of existing and planned municipal infrastructure. Infill and intensification of residential uses in Cardinal's settlement area efficiently utilizes existing servicing infrastructure and minimizes land consumption.

- d) *maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets;*

The subject site is located off of Shanly Road, Marjorie Street East, and Adelaide Street in village of Cardinal. The development's proximity to commercial uses and community facilities will increase the consumer base, thereby enhancing the vitality of downtown Cardinal.

- e) *encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;*

The proposed development on the severed lot seeks to provide a contemporary, well-designed built form that will contribute to a sense of place within the community. The proximity to downtown Cardinal will also foster a broader sense of community belonging for residents.

- f) *promoting the redevelopment of brownfield sites;*

The subject site represents an existing underutilized parcel within the urban boundary. While not a brownfield site, the proposal represents appropriate infill of under-utilized lands within the settlement area.

- g) *providing for an efficient, cost-effective, reliable multimodal transportation system that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs to support the movement of goods and people;*

Active transportation will be encouraged in the area through residential intensification in the settlement area. The proximity to neighbourhood commercial uses provides local amenities for residents, minimizing the length and number of vehicle trips. Although there is currently no public transit service in the area, the proposal will increase potential ridership numbers in proximity to the downtown area, supporting the potential for efficient transit services.

- h) *providing opportunities for sustainable tourism development;*
 i) *sustaining and enhancing the viability of the agricultural system through protecting agricultural resources, minimizing land use conflicts, providing opportunities to support local food, and maintaining and improving the agrifood network;*
 j) *promoting energy conservation and providing opportunities for increased energy supply;*
 k) *minimizing negative impacts from a changing climate and considering the ecological benefits provided by nature; and*
 l) *encouraging efficient and coordinated communications and telecommunications infrastructure.*

These policies do not apply to the subject lands and proposed development.

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 proposed development on the severed lot represents a compact built form, with a density of 66 dwelling units per net hectare. The site is located along Shanly Road, also known as County Road 22. Fewer and shorter vehicle trips will be required to access basic amenities within the settlement area, including various commercial uses and community amenities. New landscaping and planting of native species of vegetation will be introduced across the site, where feasible.

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, and protection of natural heritage, water, agricultural, mineral, and cultural heritage and archaeological resources. As there are no nearby natural or cultural heritage features in proximity to the site, no negative impacts on such resources are anticipated as a result of the development.

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. An Environmental Site Assessment was prepared in support of the proposed development which determined that, given the proposed and historical use of the site, there are no human-made hazards identified.

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

4.2 United Counties of Leeds and Grenville Official Plan

The United Counties of Leeds and Grenville Official Plan was adopted by Counties Council on July 23, 2015 by By-law No. 15-47. The Office Consolidation of the Official Plan was prepared for convenience to incorporate all approvals to September 1, 2022. The Counties Official Plan directs County growth management and land use decisions by providing upper-tier land use planning guidance for the Counties' ten member municipalities. The relevant policy considerations of the Official Plan are discussed below (with policies cited in *italics*). The following sections of the Official Plan will be addressed:

- / Section 2.0 – Growth Management and Settlement Areas;
- / Section 4.0 – Natural Heritage, Water Resources and Cultural Heritage;
- / Section 5.0 – Natural and Human-Made Hazards; and,
- / Section 6.0 – Transportation, Infrastructure and Servicing.

Section 2.0 – Growth Management and Settlement Areas

Section 2.0 of the Official Plan outlines that growth in the United Counties will be managed by focusing and promoting growth within settlement areas, in addition to other appropriate rural areas as detailed in the local municipal Official Plans, thereby optimizing the use of existing infrastructure, developing complete communities, and protecting the natural environment and prime agricultural areas.

The site is designated Urban Settlement Area on Schedule A Community Structure and Land Use of the United Counties of Leeds and Grenville Official Plan.

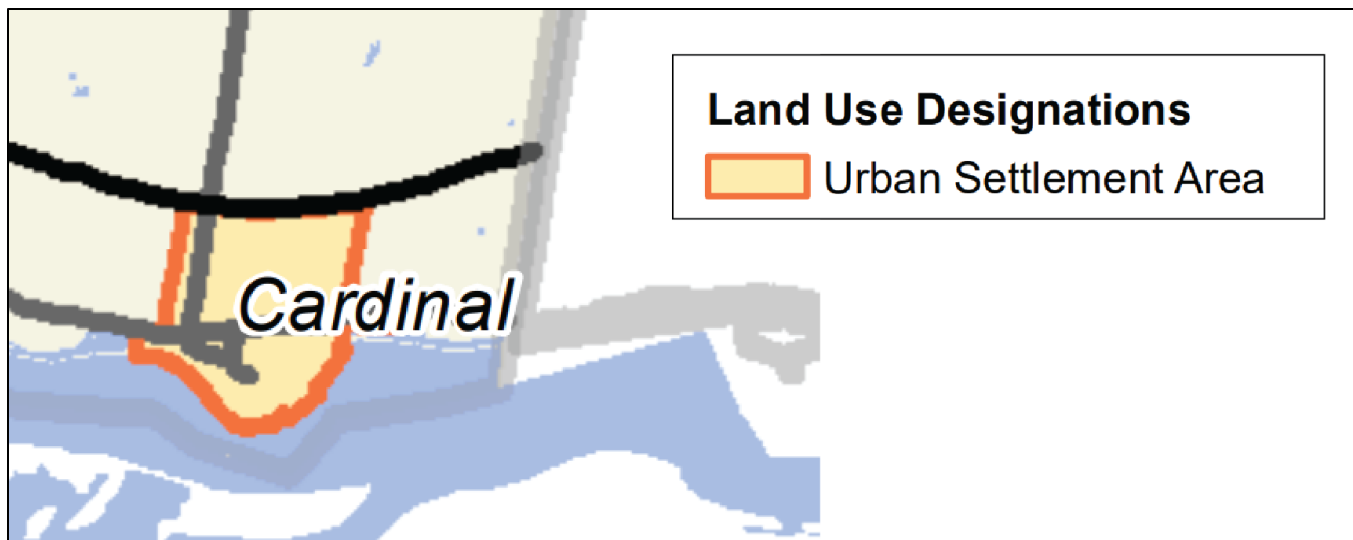


Figure 4: Land Use Designation, Schedule A Community Structure and Land Use (Source: United Counties of Leeds and Grenville Official Plan)

Section 2.1 Objectives

- a) Foster the creation of complete, healthy and vibrant communities and enhance the quality of life for all residents by focusing growth and development to settlement areas. Growth in rural areas will be limited and in keeping with the scale, character, and service levels of the area, as well as the objectives detailed in the local municipal Official Plans in order to conserve and protect natural heritage features and areas and prime agricultural areas.*
- c) Promote a settlement structure which focuses growth to the Counties' urban and rural settlement areas. Growth in rural areas will be limited, and in keeping with the scale, character, and service levels of the area, as well as the objectives detailed in the local municipal Official Plan.*
- d) Promote development patterns in settlement areas that efficiently use land, resources, infrastructure, and public service facilities, through compact urban forms, a mix of land uses and appropriate densities*
- e) Encourage opportunities for redevelopment, revitalization and intensification in appropriate locations and of a scale and character of development that is compatible with the community.*
- g) Encourage the provisions of a broad range of housing types and affordability to meet the needs of the existing and future residents of the Counties.*

The site is designated Urban Settlement Area on Schedule A Community Structure and Land Use of the Official Plan. The proposed development on the severed lot represents contextually appropriate residential intensification of an under-utilized site within an urban settlement area. The development will increase residential housing opportunities within the United Counties. The proposed development on the severed lot represents an efficient use of land within the urban settlement area and provides additional housing opportunities that complement the area and can be accommodated by existing municipal infrastructure.

Section 2.3.2 Urban Settlement Areas

- b) Urban settlement areas will be the focus of growth and will accommodate a broad range of uses. The range of permitted uses and associated land use policies will be established in the local municipal Official Plans and in accordance with the policies of this Plan.*
- c) Urban settlement areas will provide for municipal sewage services, municipal water services, and appropriate stormwater management services, a range of land uses and densities, a mix of housing types including affordable housing options and alternative housing forms, and will be designed to be walkable communities with consideration of opportunities for future public transit.*

The proposed development on the severed lot represents appropriate residential intensification within the settlement boundary. The development will increase residential housing opportunities within the United Counties in a manner that is compatible with the surrounding neighbourhood. Residential intensification in the village of Cardinal will encourage the use of active transportation and increase potential ridership numbers in the downtown area, supporting the potential for

efficient transit services in the future. The proposed development on the severed lot can be accommodated by existing infrastructure.

e) Local municipalities will identify and promote intensification, infill and redevelopment of designated and vacant and/or underutilized sites, in the urban settlement areas, taking into account existing building stock and the availability of suitable existing or planned infrastructure and public service facilities to accommodate projected needs, and in accordance with the intensification policies in Section 2.4.

h) Cost-effective development patterns and those which minimize land consumption and reduce servicing costs are encouraged. Land use patterns which may cause environmental, heritage conservation or public health and safety concerns will be avoided.

The proposed development on the severed lot represents appropriate infill of underutilized lands within the settlement area. Infill of underutilized lands within the settlement area mitigates the need to expand the settlement area unnecessarily, making use of existing municipal infrastructure. No public health or safety concerns are anticipated as a result of the proposal.

Section 4.0 – Natural Heritage, Water Resources and Cultural Heritage

Section 4.0 of the Official Plan provides policies that encourage the protection and enhancement of natural heritage features, functions, and systems, the protection and conservation of water resources, and the conservation of cultural heritage resources. The objectives of the section relate to the protection and conservation of natural heritage and water resources, and the conservation of cultural heritage resources. As there are no natural or cultural heritage features in proximity to the site, no negative impacts on such resources are anticipated as a result of the development. The proposed development is not anticipated to impact groundwater resources or result in the degradation of the water supply.

Section 6.0 – Transportation, Infrastructure and Servicing

Section 6.0 of the Official Plan outlines policies for the systems of infrastructure the support development and growth, which include the roads and parking facilities, trail systems, sewage and water services, stormwater facilities and waste management systems, utilities and telecommunications infrastructure, electricity generation facilities and transmission and distribution systems. This section states that prior to considering the development of new or expanding infrastructure and public service facilities, the use of existing infrastructure and public service facilities should be optimized; and opportunities for adaptive reuse should be considered, wherever feasible.

Section 6.2.2 Provincial Highways, County Roads and Thousand Islands Parkway

i) The impact of a development proposal on the transportation system, including the means of access, will be examined through a review of all documents deemed as appropriate by the Counties and/or local municipality and will generally include a traffic impact study. Only those development proposals that can be accommodated in the existing system will be permitted. Where the transportation system is not adequate, the Counties and/or local municipality will require, as a condition of development approval, that the proponent of the development:

- i. improve the transportation system to accommodate the proposed development to the satisfaction of the Counties and/or local municipality;*
- ii. make the necessary financial contributions for the required improvements; and/or*
- iii. dedicate rights-of-way for the development of roads.*

The existing development fronting on Shanly Road will be largely retained through this proposal, though the existing access is proposed to be improved to aid site functionality. The severed lot fronts onto Adelaide Street and Marjorie Street East, both existing local roads in the village of Cardinal. A Traffic Brief was prepared in support of the proposed development. The study reviewed trip generation within the study area and conducted traffic counts at the intersections surrounding the site. The report concluded that the study area intersections operate well under the existing conditions and will continue to operate well with the addition of site traffic volumes.

6.3.1 Sewage and Water Services

a) Full municipal sewage services and municipal water services are the preferred form of servicing for all urban settlement areas. Intensification and redevelopment within urban settlement areas on existing municipal sewage services and municipal water services will be promoted, wherever feasible.

The proposed development on the severed lot will be serviced by existing municipal water and wastewater infrastructure. Servicing will be further reviewed through the subsequent site plan control process.

6.3.2 Stormwater Management

b) Where development is proposed that is not serviced by a stormwater management facility, existing off-site drainage patterns are to be maintained and all related infrastructure is to be within the limits of development wherever practical. On-site stormwater management controls may be required for development that drains to an existing stormwater management facility, depending on the design parameters of the facility.

It is anticipated that stormwater management will be appropriately reviewed and achieved through the subsequent site plan control process.

It is our professional planning opinion that the proposed development conforms to the policies of the United Counties of Leeds and Grenville Official Plan.

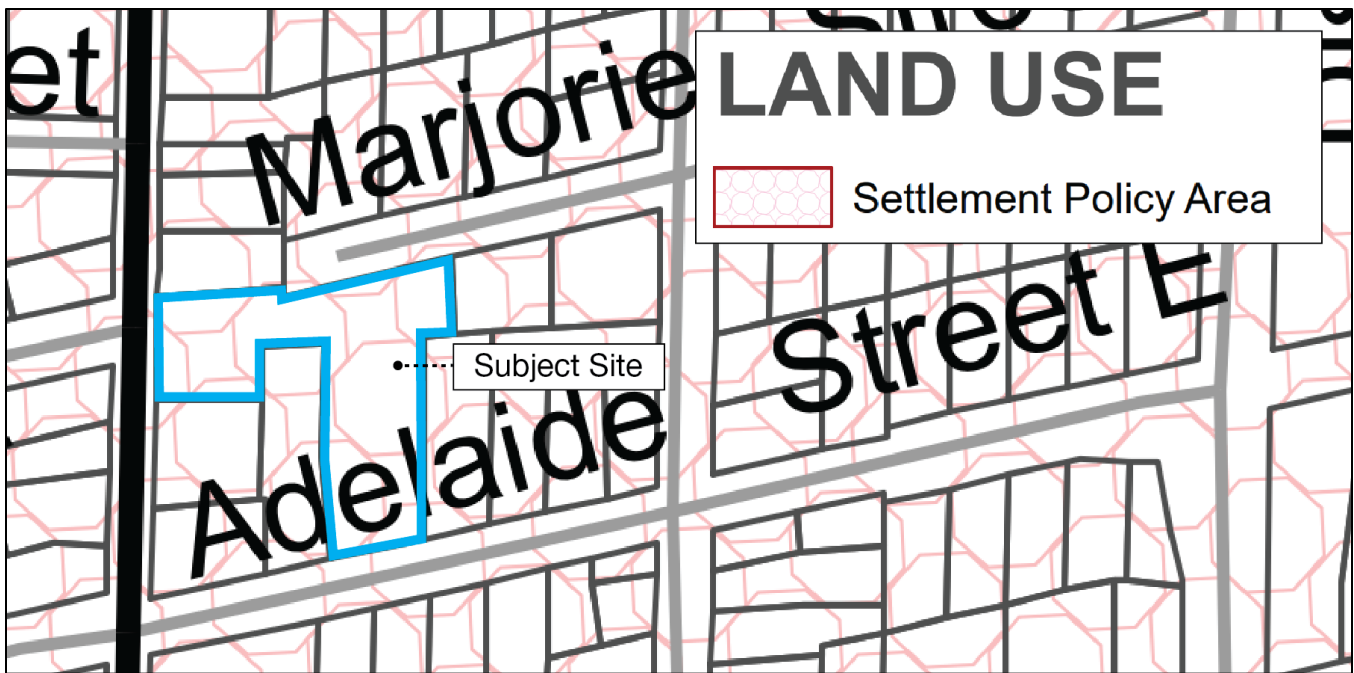
4.3 Township of Edwardsburgh Cardinal Official Plan

The Township of Edwardsburgh Cardinal Official Plan was adopted by Council on November 25, 2019. The most readily available version of the Plan is the Office Consolidation dated November 25, 2022. The Official Plan is a planning document designed to manage future growth, development and change in the municipality. It provides a framework which will guide land use decisions for the next 20 years, building more livable communities which promote and protect the health of residents and are economically and environmentally sustainable. The relevant policy considerations of the Official Plan are discussed below (with policies cited in *italics*). The following sections of the Official Plan will be addressed:

- / Section 3.0 – Land Use Designations;
- / Section 5.0 – Infrastructure;
- / Section 6.0 – General Development Policies; and,
- / Section 7.0 – Implementation.

Section 3.0 – Land Use Designations

Section 3.0 of the Township's Official Plan provides direction for development within each land use designation shown on Schedule A Land Use & Transportation of the Township's Official Plan. The subject site is designated Settlement Policy Areas in Schedule 'A' Land Use & Transportation of the Township of Edwardsburgh Cardinal.



The Settlement Policy Area designation identifies the village of Cardinal as an area where growth will be focused to optimize the use of public services and infrastructure, while maintaining the character of the area. As such, it is noted that the Township will promote intensification, infill and redevelopment of vacant and/or underutilized sites, subject to appropriate servicing.

Section 3.1.3 provides specific policies relating to residential development, including:

3.1.3.1 Council's objectives for residential development in the Township's Settlement Policy Areas are as follows:

- *To ensure the provision of an adequate supply of residential land;*
- *To provide for a range and mix of low, medium and high density housing types, subject to servicing constraints;*
- *To provide for neighbourhood facilities and amenities which are appropriate to a residential living environment;*
- *To ensure the provision of safe and accessible transportation routes and other municipal services necessary to the development of functional neighbourhood areas.*

The proposed development on the severed lot will introduce residential uses on an underutilized site in the urban area. The proposed development on the severed lot will result in a density of 66 dwelling units per net hectare in a high density built form. The proposed development provides a compact form that makes efficient use of land. The site is well situated to promote active transportation given its location within the settlement area. The proposed development on the severed lands provides a range of housing types and densities that compliment the settlement area.

3.1.3.3 Local neighbourhood-serving commercial uses may be permitted in residential areas provided that such uses are located on an appropriate road to accommodate the use, are appropriately zoned and provided that they are not detrimental to the economic well-being of the village or hamlet.

The existing commercial uses will be maintained on the retained parcel, which is appropriately zoned, and further brought into compliance within the zoning by-law through the application.

3.1.3.4 In order to meet the varied housing requirements of Edwardsburgh Cardinal residents and to provide for orderly residential development, it is the policy of this Plan that, subject to the availability of water and wastewater services, zoning Edwardsburgh Cardinal Official Plan – Office Consolidation November 2022 9 regulations be designed to provide for a mix of 70% low density residential development, 20% medium density residential development and 10% high density residential development in the Settlement Policy Areas.

3.1.3.5 For the purposes of this Section, low density development is defined as 8 to 12 units per net hectare. Medium density development is up to 12 to 24 units per net hectare and high density is defined as more than 24 units per net hectare. A net hectare is defined as the actual land used for the development of residential land use exclusive of land required for roads, parks or other amenities.

The proposed development on the severed lot will result in a density of 66 dwelling units per net hectare, resulting in a high density built form. The proposed development on the severed lot will positively contribute to the housing targets established by the Township.

5.0 – Infrastructure

Section 5.0 of the Township's Official Plan provides policies direction relating to the provision and maintenance of infrastructure, including transportation, water, wastewater, solid waste, energy and communication infrastructure.

5.4.1 New development, in the case of where municipal water services and municipal sewage services are provided, shall be permitted only where it is confirmed that there is sufficient reserve capacity in the municipal water and sewage services in accordance with Ministry of Environment, Conservation and Parks guidelines and regulations.

The proposed development on the severed lot will be sufficiently serviced by municipal water and wastewater facilities. Servicing will be further reviewed through the subsequent site plan control process.

5.5.1 Stormwater management shall be required for some forms of new development consisting of more than four lots or for commercial or industrial developments with large amounts of impervious area. Stormwater management will be undertaken in accordance with the Ministry of Environment, Conservation and Parks guideline entitled "Stormwater Management Planning and Design Manual, 2003". Stormwater management may not be required for small scale developments such as lots created through the consent process or development subject to Site Plan Control where there is no impact on the watershed. Where the subject development is within the Ministry of Transportation's permit control area as defined by the Public Transportation and Highway Improvement Act, Ministry of Transportation stormwater requirements shall apply since the Ministry of Transportation is the first approval authority for development. Any stormwater management plans within the permit control area must meet the Ministry's requirements in order for the development to qualify for permits from the Ministry and therefore qualify for a building permit under the Building Code Act.

The proposed development on the severed lot represents small scale residential development in the urban area, there is no anticipated impact on the watershed.

6.0 – General Development Policies

Section 6.0 of the Official Plan outlines policies for development consideration. Section 6.8 specifically outlines development criteria for Council's consideration when reviewing development applications, including:

- 1. The provision of safe access onto or from a Township or County Road or Provincial Highway;*
- 2. Adequate access to, and provision of, off-street parking;*
- 3. Barrier-free access to public and commercial buildings and the designation of parking spaces to address accessibility standards;*
- 4. Access and maneuvering of emergency vehicles in providing protection to public and private properties;*

The Traffic Brief was prepared to assess the proposed development and confirmed the traffic generated by the development can be accommodated by the intersection of Marjorie Street East and Walker Street intersection without adversely affecting through traffic. The traffic assessment confirmed the proposed development would have a negligible effect on traffic operations. Sufficient off-street parking is proposed, including barrier-free spaces.

5. *The availability of municipal services and the cost of upgrading such services including water, sewage treatment facilities, fire and police protection, street lighting, roads and winter maintenance, waste disposal, community facilities and recreation;*
6. *Adequate grade drainage or stormwater management and erosion control;*

The proposed development will be sufficiently serviced by municipal services and infrastructure. Servicing will be further reviewed through the subsequent site plan control process.

7. *The screening, buffering or fencing of aesthetically displeasing or dangerous land uses or open storage. A buffer may be open space, a berm, a wall, a fence, plantings, a land use different from the conflicting uses but compatible with both, or any combination of the aforementioned sufficient to accomplish the intended purpose;*

The subsequent site plan control process is anticipated to address matters such as visual buffers and site aesthetics to the satisfaction of the Township.

8. *The provision of landscaping, the creation of privacy and/or open space areas around buildings and other uses;*
10. *The adequacy of exterior lighting for access and parking areas for public or private use such as in commercial, industrial, institutional and multiple residential development;*
13. *The preservation and protection, whenever possible, of street trees, street tree canopies and the urban forest;*

The proposed development on the severed lot has been thoughtfully designed to provide sufficient amenity area and landscaped open space for the benefit and enjoyment of residents. Trees and other vegetation on the site will be maintained where possible. Where vegetation cannot be preserved, it will be replaced elsewhere through high quality landscaping and planting of native vegetation. Landscaping details, such as lighting, will be confirmed at the site plan control stage.

14. *The adequacy of school board facilities to accommodate new development or redevelopment and the provision or availability of school bussing and active transportation routes;*

The proposed development on the severed lot provides a compact form that makes efficient use of land. The site is well situated to promote active transportation given its location in the settlement area. The proposal will efficiently utilize existing community services. School facilities are anticipated to support the additional residential density.

18. *Safety and security considerations, such as:*

- *sufficient lighting in spaces intended for public use after dark to support the kind of activities envisioned for that space;*
- *signs and an overall pattern of development that supports users' sense of orientation and direction;*
- *preservation of clear lines of sight for persons passing through the space;*
- *attention to the proposed mix of uses and their proximity to each other to ensure they are complementary;*
- *the routing and design of bicycle and pedestrian routes so that they are accessible to populated areas.*

The proposed development on the severed lot represents the intensification of under-utilized lands. The design of the development will allow for increased residential density in a compact form which can be appropriately integrated with the surrounding residential neighbourhood. Active and healthy lifestyles will be promoted by the presence of neighbourhood commercial uses within walking and cycling distance of residential dwellings. There are no anticipated risks to public health or safety as a result of the proposed development.

6.14.1 The provision of new housing is encouraged to take place in the more built up areas of the Township such as in the designated Settlement Policy Areas. Policies have been included in this Plan to provide for a range of housing options for present and future residents, including those that require special needs, housing for persons with physical, sensory or mental health disabilities and housing for older persons.

The development represents intensification of an under-utilized site within the Settlement Policy Area designation. The development will positively contribute to the range of built forms and typologies to support a range of housing needs. The proposed development on the severed lot will comply with the standards of the Accessibility for Ontarians with Disabilities Act (AODA). This will help to ensure that accessibility is maintained for persons with disabilities and older persons.

6.20.2 The Township views public road access as the preferred form of access to properties and it will normally be required in order for development to proceed, except in the following situations:

The severed lot fronts onto Adelaide Street and Marjorie Street East, both of which are Township roads. The retained lot will maintain access to Shanly Road, also known as County Road 22. The proposed development on the severed lot will encourage active transportation through enhanced pedestrian connections and proximity to local amenities.

7.0 – Implementation

Section 7.0 discusses implementation of the Official Plan. Section 7.1 provides policy direction regarding land division, including consents. The lands were previously severed by an application for consent (B-82-23), which was provisionally approved by the Township. The proposed zoning by-law amendment is required to satisfy condition #2 of the provisionally approved consent.

Section 7.2 specifically considers zoning by-laws, including their preparation, adoption, and amendment in accordance with the policies contained within the Official Plan and in accordance with the provisions of the *Planning Act*. Accordingly, this application seeks to amend the zoning by-law in conformity with the Official Plan.

Similarly, Section 7.3 of the Official Plan discusses Site Plan Control, which is intended to ensure functional and aesthetically pleasing, safe development throughout the Township. The proposal, including both severed and retained lots, were anticipated to be subject to subsequent applications for Site Plan Control.

**It is our professional planning opinion that the proposed development conforms to the policies of the Township of
Edwardsburgh Cardinal Official Plan.**

5.0

Current and Proposed Zoning

The subject property is regulated by the Township of Edwardsburgh Cardinal Zoning By-Law 2022-37. The subject property is currently zoned General Commercial (CG) Zone, which permits a range of commercial uses but does not permit the proposed residential use on the severed lot. A zoning by-law amendment is required to address lot coverage deficiencies, parking provisions and setbacks, and the existing single dwelling on the retained lot, and to establish an appropriate zone for the severed lot, to the satisfaction of the Township.

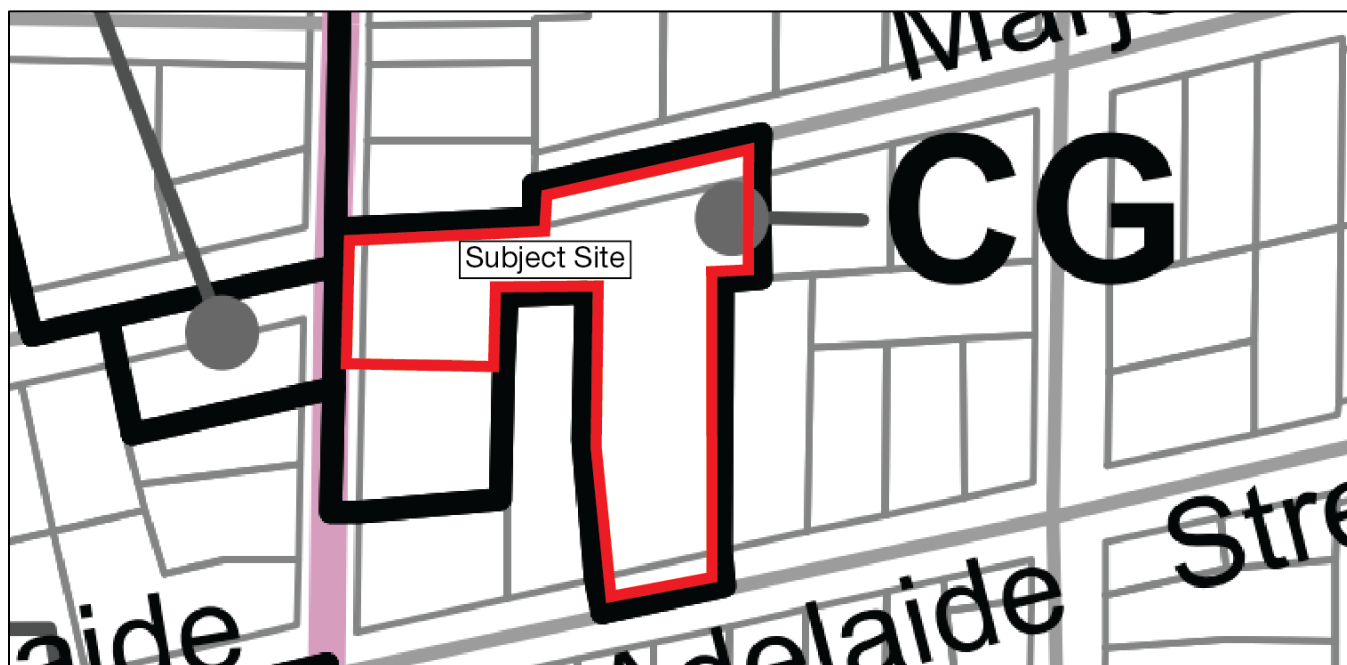


Figure 6: Existing Zoning (Source: Township of Edwardsburgh Cardinal Zoning By-law 2022-37)

Severed Lot

It is proposed to rezone the severed parcel from General Commercial (CG) Zone to a site-specific Residential Third Density (R3-XX) Zone to permit the proposed residential use and to establish appropriate performance standards that reflect the existing constraints on the site.

The following table assesses the performance standards of the proposed development against the applicable provisions of the R3 Zone:

Residential Third Density (R3) – Township of Edwardsburgh Cardinal Zoning By-law 2022-37			
Provision	Required	Proposed	Amendment Required?
Permitted Uses	Apartment dwelling Converted dwelling Duplex dwelling Semi-detached dwelling Single dwelling Townhouse dwelling	Apartment dwelling	No
Lot Area (min)	700 m ²	1,831.5 m ²	No
Lot Frontage (min)	30m	22m	Yes
Front Yard (min)	6m	>6m	No
Exterior Side Yard (min)	6m	n/a	n/a

Interior Side Yard (min)	3m	>3m	No
Rear Yard (min)	7.5m	>7.5m	No
Building Height (max)	14m	<14m	No
Lot Coverage (max)	40%	18%	No
Dwelling per Lot (max)	1	1	No
Maximum Density	1 unit per 230m ² of lot area (7.9 units permitted)	12 units proposed = 152.6m ² per unit	Yes
Amenity Area Requirements	10m ² per dwelling unit Not located in front or exterior side yards (120m ² required)	303m ²	No
General Provisions			
Parking Requirement	Apartment dwelling: 1.25 parking spaces per dwelling unit (15 spaces required)	16 spaces	No
Parking Space Dimensions	2.75m x 6m	2.75m x 6m	No
Barrier Free Parking Space Requirements	Total Number of Parking Spaces Provided – 13-100 = 4% of total parking provided	1 space	No
Minimum Driveway Width	6m	6.2m	No
Parking Area Location	3m setback to any property line abutting a residential zone	0m	Yes

Lot Frontage

The minimum lot frontage is proposed to be reduced from 30 metres to 22 metres. The proposed reduction reflects the existing lot frontage on Adelaide Street. The proposed reduction will facilitate a contemporary lot layout that maximizes residential lands within the urban area. The configuration of the severed lot, including shape and frontage, has been informed by the existing irregular lot fabric. The reduction in lot frontage will not impact the functionality of the lot. The contemporary built form will enhance the streetscape and contribute to an active and vibrant neighbourhood feel. Additionally, the lot dimensions and configuration were considered through the provisionally approved consent application.

Maximum Density

Relief is requested to permit an increased maximum density on the site. The maximum density is proposed to be increased from 1 unit per 230 square metres of lot area, which would permit 8 units on the site, to 1 unit per 152 square metres of lot area, to permit the proposed 12 residential units. The site is located in a residential neighbourhood with low and medium density built forms and is in proximity to open space, employment and commercial uses which can support the requested increased density. The proposed development represents a contemporary built-form, and the proposed density will promote the efficient use of available municipal infrastructure and services.

Parking Area Location

Relief is requested to amend the parking area location provisions. The minimum setback from a residential property line is proposed to be reduced from 3 metres to 0 metres. The proposed amendment reflects existing constraints on the site, as the site narrows in the middle, creating a pinch-point. Fencing is proposed to ensure visual buffering for adjacent residential uses. The proposed reduction is not anticipated to negatively impact adjacent residential lots, and screening can be considered through the site plan control process if desired by the township.

Retained Lot

It is also proposed to rezone the retained lot from General Commercial (CG) Zone to a site-specific General Commercial (CG-XX) Zone to reflect existing conditions on the site.

The following table assesses the performance standards of the proposed development against the applicable provisions of the CG Zone:

General Commercial (CG) – Township of Edwardsburgh Cardinal Zoning By-law 2022-37			
Provision	Required	Proposed	Amendment Required?
Permitted Uses	accessory dwelling; accessory dwelling unit; antique shop; automobile service station; bank; building supply centre; catering establishment; clinic; commercial parking lot; community service; custom workshop; day nursery; equipment rental outlet; funeral home; garden centre; hotel; instructional facility; laundromat or dry cleaners; microbrewery; motel; open market; personal service; place of assembly; printing establishment; professional or business office; recreational establishment; restaurant; residential care home; retail store; service outlet; specialty food store; tradesperson's establishment; vehicle sales or rental establishment; veterinary clinic	Mixed commercial uses Accessory dwelling unit	No
Lot Area (min)	465 m ²	1,247.3 m ²	No
Lot Frontage (min)	20m	29.3m	No

Front Yard (min)	7.5m	Existing	No
Exterior Side Yard (min)	7.5m	n/a	n/a
Interior Side Yard (min)	3m	Existing	No
Rear Yard (min)	10m	>10m	No
Building Height (max)	11m	Existing	No
Lot Coverage (max)	30%	44%	Yes
Accessory Dwellings or Dwelling units per Lot (max)	1	1	No
General Provisions			
Parking Requirement	Dwelling: 1 parking space per dwelling unit Commercial: 1 parking space per 20m ² of floor area (18 spaces required)	10 spaces	Yes
Parking Space Dimensions	2.75m x 6m	2.75m x 6m	No
Barrier Free Parking Space Requirements	4% of total parking provided	1 space	No
Minimum Driveway Width	6m	6.0m	No
Parking Area Location	3m setback to any property line abutting a residential zone	0m	Yes
Loading	200 m ² - 1,000 m ² = 1 loading space required	1 space	No

Lot Coverage

Relief is requested to increase the maximum lot coverage from 30% to 44%. The proposed increase in maximum lot coverage will not unduly impact the functionality of the lot or the livability of the existing dwelling unit. The lot coverage is impacted by the decreased lot area resulting from the provisionally approved consent. Despite the increased lot coverage, the lot will have sufficient room for parking and internal circulation to support the intended uses on the property.

Parking Requirement

The minimum parking requirement for the retained lot is 18 spaces, as calculated by the size of the existing commercial gross floor area and the accessory dwelling unit. Relief is requested to reduce the minimum parking requirement to 10 spaces to reflect the available area to accommodate parking and loading. The existing parking area has been reconfigured to maximize the number of vehicular parking spaces on the site and to ensure the provision of a barrier-free parking space. The reduction in the minimum parking requirement is not anticipated to impact the functionality of the site or the surrounding transportation network.

Parking Area Location

Relief is requested to amend the parking area location provisions. The minimum setback from a residential property line is proposed to be reduced from 3 metres to 0 metres. The proposed amendment reflects existing conditions on the site. Fencing is proposed to ensure visual buffering for adjacent residential uses. The proposed reduction is not anticipated to negatively impact adjacent residential lots.

6.0

Conclusion

The applicant is seeking a zoning by-law amendment to address consent condition #2 of decision B-82-23 of the United Counties of Leeds and Grenville, which requires that the retained and severed lands being 161-163 Shanly Road be rezoned. A zoning by-law amendment is required to permit residential uses on the severed lot and to establish appropriate performance standards. The proposal seeks to rezone the severed lot from the General Commercial (CG) Zone to a site-specific Residential Third Density (R3-XX) Zone to permit residential uses on the site, as well as reduce the minimum lot frontage and parking area setbacks on the site. The retained lot is proposed to be rezoned from General Commercial (CG) Zone to a site-specific General Commercial (CG-XX) Zone to reflect site deficiencies resulting from the proposed severance and acknowledge existing conditions, including increasing maximum lot coverage, decreasing the number of vehicular spaces, and decreasing setbacks to the parking area.

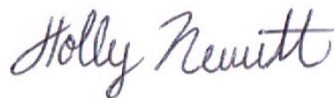
The proposal is consistent with the Provincial Policy Statement and is in conformity with the United Counties of Leeds and Grenville Official Plan and the Township of Edwardsburgh Cardinal Official Plan in that it positively contributes to housing opportunities and efficiently utilizes a large, serviced parcel within the settlement area.

It is our professional planning opinion that this zoning by-law amendment represents good planning. If you have any questions or should you require any additional information, please do not hesitate to contact the undersigned at 613.542.5454.

Respectfully,



David Nanton, RPP MCIP
Senior Planner
Fotenn Planning + Design



Holly Newitt
Planner
Fotenn Planning + Design

Appendix A

Proposed Zoning By-law Amendment

Zoning By-law Amendment to R3-X and CG-X for the lands legally described as Plan of Survey of Lot 374 & Part of Lots 363, 364, 372, 373, 375, 375, 376, 377 & Part of Marjorie Street Registered Plan 25 Formerly the Village of Cardinal, Township of Edwardsburgh/Cardinal, municipally known as 161-163 Shanly Road: [By-law-2022-XX]

WHEREAS By-law No. 2022-37 as amended regulates the use of land and the use and erection of buildings and structures within the Township of Edwardsburgh Cardinal;

AND WHEREAS the Council of the Corporation of the Township of Edwardsburgh Cardinal deems it advisable to amend By-law No. 2022-37 as hereinafter set forth;

NOW THEREFORE the Council of the Corporation of the Township of Edwardsburgh Cardinal enacts as follows:

- 1) The lands affected by this By-law are shown as shaded and outlined by heavy black lines on Schedule "A" which is attached hereto and forms part of this By-law.
- 2) Zoning By-law No. 2022-37, as amended, is hereby further amended by adding the following new subsections at the end of Section 6.3.4 and Section 8.1.4 (Special Exception Zones):

(6.3.4.X) R3-X, 161-163 Shanly Road

Despite provisions to the contrary, on lands zoned R3-X Zone, the following exceptions to this By-law shall apply:

Notwithstanding the provisions of Section 3.14 and 6.3 to the contrary, on lands zoned R3-X, the following provisions shall prevail:

- i. The minimum lot frontage shall be 22 metres.
- ii. The maximum density shall permit 1 dwelling unit per 152 square metres of lot area.
- iii. The minimum setback of a parking area to any property line abutting a residential zone shall be 0 metres.

(8.1.4.X) CG-X, 161-163 Shanly Road

Despite provisions to the contrary, on lands zoned CG-X Zone, the following exceptions to this By-law shall apply:

Notwithstanding the provisions of Section 3.14 and 8.1 to the contrary, on lands zoned CG-X, the following provisions shall prevail:

- i. The maximum lot coverage shall be 44%.
- ii. The minimum parking requirement shall be 10 vehicular parking spaces.
- iii. The minimum setback of a parking area to any property line abutting a residential zone shall be 0 metres.

THIS BY-LAW shall come into force in accordance with Section 34 of the Planning Act, 1990, as amended, either upon the date of passage or as otherwise provided by said section 34.

Schedule 'A':

The conditionally approved severance results in the creation of two distinct lots. It is the intention of this zoning by-law amendment application to rezone the retained lands to a site-specific General Commercial (CG-X) zone and to rezone the severed lot to a site specific Residential Third Density (R3-X) zone to facilitate the proposed development.

