

May 15, 2023

Mr. Phil Mosher
Deputy Director of Planning & Development/Manager of Planning Services
Municipality of North Grenville
285 County Road No. 44, PO Box 130
Kemptville, Ontario
K0G 1J0

Dear Mr. Mosher:

**Re: Development of Part of Lot 25, Concession 3, Municipality of North Grenville
Request for Reduction of Required Parking Rates, Zoning By-law Amendment (ZBA-16-22)**

Please find below a request to amend the above noted zoning by-law amendment application to permit a reduction to certain required parking rates. The sought reductions relate to the Phase 1 & Phase 2 lands as illustrated on *A1.0 Concept Site Plan* prepared by Peter Mansfield, Architect dated October 21, 2022.

Phase 1, Rental Apartment Dwelling

For the proposed rental apartment dwelling on the Phase 1 lands, we are proposing a required resident parking rate of 0.75 spaces per unit and a required visitor parking rate of 0.10 spaces per unit, whereas North Grenville's Comprehensive Zoning By-law No. 50-12 (the "zoning by-law") requires 1.0 space per unit for resident parking and 0.25 spaces per unit for visitor parking. We also request that visitor parking spaces be permitted to be located on the adjacent Phase 2 lands, similar to what is proposed for the commercial parking.

It is anticipated that a large portion of the future residents of the rental apartment dwelling will be seniors. This is based on findings of market research and feasibility studies undertaken by Kemptville Lifestyles Ltd., as well as key findings of the Municipality of North Grenville's Housing Strategy of May 2022 that identified the following:

- Seniors are the largest demographic in need of housing.
- The proportion of senior households in North Grenville increased by 50.0% from 2006 to 2016.
- The senior age group (aged 65 and over) was the fastest growing age cohort in North Grenville between 2006 and 2016, increasing by 60.1%.

The proposed required rate reflects the current zoning by-law requirement for senior apartment dwellings of 0.75 spaces per unit and will also include a requirement for visitor parking at a rate of 0.10 spaces per unit, whereas the zoning by-law does not require visitor parking for a seniors' apartment dwelling.

Use	Current Required Rate	Current Required Spaces	Proposed Required Rate	Proposed Required Spaces
90 Unit Rental Apartment Dwelling	1 Space/Unit – Resident 0.25 Space/Unit - Visitor	90 Resident 23 Visitor Total Spaces = 113	0.75 Spaces/Unit – Resident 0.10 Space/Unit - Visitor	68 Resident 9 Visitor Total Spaces = 77

Phase 2, Retirement Home Building

For the proposed retirement home on the Phase 2 lands, we are proposing a required parking rate of 0.25 spaces per unit and 1 space per 100 square metres of gross floor area used for medical, health or personal services, whereas the zoning by-law requires 1 parking space for every 2 beds, with this rate including spaces for residents and staff. The proposed rate is the current required parking rate for an Assisted Living Retirement Home use in the Town of Carleton Place and is currently being utilized by the developer for a comparable project. The proposed rate reflects the elevated level of care aspect of the proposed retirement home.

North Grenville, as part of Special Exception Zone C3-28 in the zoning by-law, has established a required parking rate of 1 space per 4 beds for a nursing care facility for a specific development. The proposed rate will utilize this required rate as a base and will also include a requirement for additional parking at a rate of 1 space per 100 square metres of gross floor area used for medical, health or personal services.

Use	Current Required Rate	Current Required Spaces	C3-28 Required Rate	C3-28 Required Spaces	Proposed Required Rate	Proposed Required Spaces
152 Unit Retirement Home with 600m ² GFA for Medical, Health & Personal Service*	1 Space/ 2 Beds	76	1 Space/ 4 Beds	38	1 Space/ 4 Beds + 1 Space per 100m ² GFA for Medical, Health, or Personal Service	44

*The gross floor area breakdown of the proposed retirement home dwelling is currently unknown, and a comparable building (Carlton Lifestyles) has been used for the calculations provided above.

Appropriateness of Proposed Parking Reduction

The proposed parking reduction is appropriate based on the following considerations:

- Senior residents of the rental apartment dwelling and residents of the retirement home will have access to a privately provided shuttle service.
- Senior residents of the rental apartment dwelling and residents of the retirement home will have access to a privately provided shared electric vehicle.
- North Grenville currently provides an on-demand accessible transit service for those 65 years of age and older, available on a per trip or monthly basis for registered users.
- North Grenville Council, at its meeting of December 6, 2022, received the Transit Feasibility Study and directed staff to pursue a Municipal wide on-demand transit service for implementation no later than January 2024.

- The proposed development is located within walking distance of many retail and service amenities and pedestrian crossings are proposed to ensure safe pedestrian access to same.
- The location of the site adjacent to existing commercial development, in combination with the inclusion of supporting (ground floor) commercial space and extensive on-site amenities, makes the proposed development attractive for individuals without cars.
- Lanark Lifestyles, an existing comparable development by the same developer, has a +/- 15% vehicle ownership rate amongst residents.
- Prospective tenants will be well aware of the parking supply designated for their use.
- Per Mr. Stephen Brook, P. Eng and author of the Transportation Impact Assessment (February 24, 2023) provided in support of the proposed development, seniors' housing and affordable housing generally have less demand for parking and these two groups combine to represent a significant portion of the future residents of the subject buildings.
- A transportation goal of the North Grenville Official Plan is to "promote alternative modes of travel that will reduce dependency on the private automobile" (Section 13.1). A transportation objective of the United Counties of Leeds and Grenville Official plan is to support active transportation and minimize automobile dependence (Section 6.1(b)). North Grenville's Transportation Master Plan sets targets to approximately double the proportion of transit, walking and bicycle trips within the municipality (Section 5.3). Per Mr. Brook, placing limits on the available parking can be one of the most effective means to assist in achieving such goals.

We thank you for your consideration of this request and look forward to continuing to work with you on this project. Should you have any questions regarding this request, please do not hesitate to contact the undersigned at b.alchawa@mcintoshperry.com or 613.778.8760.

Respectfully submitted,



Bridgette Alchawa, RPP
Land Use Planner