



City of
Peterborough

TO: Members of the Planning Committee

FROM: Ken Hetherington, Manager, Planning Division

MEETING DATE: August 30, 2010

SUBJECT: Report PLPD10-073
Official Plan Amendment O1003
Zoning By-law Amendment Z1005SB
Draft Plan of Subdivision 15T-10503
2210240 Ontario Inc.
1232 Parkhill Road West

PURPOSE

A report to evaluate the planning merits of the Official Plan Amendment, Draft Plan of Subdivision and Zoning By-law Amendment applications for the property 1232 Parkhill Road West.

RECOMMENDATIONS

That Council approve the recommendations outlined in Report PLPD10-073 dated August 30, 2010, of the Manager, Planning Division, as follows:

- a) That Schedules "A" – Land Use, "B"- Roadway Network, "C" – Natural Areas & Flood Plain, "D" – Development Areas and "E" – Residential Density of the Official Plan be amended in accordance with Exhibit E of Report PLPD10-073.
- b) That Draft Plan of Subdivision Approval for Plan 15T-10503, Drawing No. DP-2 dated July 22, 2010 by Tunney Planning Inc., be granted, subject to the Conditions of Draft Plan Approval attached to Report PLPD10-073, as Schedule 1.

- c) That Section 3.9 Exceptions of Zoning By-law 1997-123 be amended by adding exceptions 255 and 256 in accordance with Exhibit 'F' of Report PLPD10-073.
- d) That Section 3.4 Alternative Regulations of Zoning By-law 1997-123 be amended by adding regulations 5.o., 7.g., and 8.z. in accordance with Exhibit 'F' of Report PLPD10-073.
- e) That the subject property be rezoned from A2 Rural Zone (Smith Twp.), H Hazard Zone (Smith Twp.) and D.2 Development District 2 to SP.273,5o-256-“H”; SP.273,5o,10b-256-“H”; R.1,1k,2k,8z-256-“H”; R.1,1m,2m,8z-256-“H”; R.1,8z-256-“H”; R.1,1o,2o,8z-256-“H”; R.5,7g,11j-“H” – Residential Districts, OS.1; and OS.2 – Open Space Districts, and SP.95-255-“H” – Commercial District in accordance with the Draft Plan of Subdivision and Exhibit F of Report PLPD10-073.

OTHER PERTINENT CONSIDERATIONS

Following Final Approval and registration of the plan at the Land Registry Office, the 'H' – Holding Symbol will be removed from the residential zones upon completion of the sanitary sewer upgrades necessary for the proposed development.

For Blocks zoned for local commercial and medium density residential purposes, the Holding Symbol will be removed upon execution of a Site Plan Agreement.

BUDGET AND FINANCIAL IMPLICATIONS

There are no direct budget or financial implications associated with granting Draft Plan Approval to the proposed Draft Plan of Subdivision.

Staff has requested that \$2.0 million be included in the 2011 Capital Budget for an Environmental Assessment, design and construction of an expansion to the Parkhill Road pumping station to accommodate build-out of the subject lands and the remainder of the Jackson Creek Secondary Plan. This work will be financed from the Area Specific Development Charge Reserve for the Jackson Growth Area. Additionally, the Environmental Assessment will address the upgrade of the pumping station to accommodate the Lily Lake Growth Area. Construction of upgrades to accommodate the Lily Lake area, which will be staged to meet development demand, will be funded from the Area Specific Development Charge Reserve for the Lily Lake Growth Area as required. Should the Applicant wish to proceed with development on the lands prior to completion of the pumping station upgrades, the Applicant may complete interim

improvements to the pumping station, as approved by the City Engineer, at their expense.

The 2010 Capital Budget anticipates funding \$636,000 for the realignment of Brealey Drive at Parkhill Road in 2011. Additionally, the budget anticipates providing \$2.525 million for the re-construction of Parkhill Road between Wallis Drive and Ravenwood Drive in 2011 and an additional \$5.325 million for the urbanization of Parkhill Road from Ravenwood Drive to Brealey Drive in 2013. These projects are to be partially funded by the City-wide Development Charge Reserve. Should the Applicant wish to proceed with development prior to the inclusion of the above-noted transportation improvements in the current year of an approved Capital Budget, the Applicant may complete those improvements that are required to accommodate the proposed plan at their expense.

A small section of gravity sanitary sewer on Parkhill Road requires upgrading near Wallis Drive in order to accommodate development of the subject lands as well as the Jackson Creek and Lily Lake growth areas. The sanitary sewer improvement is currently not identified in the Area Specific Development Charge By-laws for either the Jackson Creek or Lily Lake Growth Areas and therefore the Applicant is financially responsible for making this upgrade. Pending future amendments to the Area Specific Development Charge By-laws and future budget approvals, opportunity may exist for the City to share the cost of the required upgrades with the Applicant.

BACKGROUND

The applicant is proposing to develop a plan of subdivision consisting of 343 lots for single detached residential purposes, 108 street-fronting townhouse units, a block for local commercial uses and a multiple-unit (medium density) residential block with up to 60 residential units. Additionally, the plan provides blocks of land for future driveway connections to adjacent lands, parkland, open space, a stormwater management facility, and also proposes a trail connection over Jackson Creek, if feasible, to the Jackson Park Kiwanis Trail.

The subject property has historically been used for agricultural purposes and is located on the north side of Parkhill Road, at 1232 Parkhill Road West. The site is bounded by Parkhill Road and existing rural residential development to the south, Jackson Creek and its associated valleyland to the north, a narrow, primarily vacant residential/agricultural property to the east, and primarily floodplain land to the west. Additionally, the Jackson Creek Wetland East Provincially Significant Wetland (PSW) is located within 120 metres of the subject property to the north and the west. The lands immediately south of Parkhill Road are included in the Jackson Creek Secondary Plan and are designated for future residential development. The lands northeast of the site,

across Jackson Creek, are within the Lily Lake Planning Area and are currently subject to a functional planning study.

The subject property is 35.96 hectares (89 acres) in size of which approximately 31.44 hectares (78 acres) are proposed for development. The majority of the property was annexed from the Township of Smith-Ennismore-Lakefield on January 1, 2008 save and except for the portion immediately adjacent to Parkhill Road which was annexed from Smith Township in the early 1960s. Accordingly, the majority of the site remains subject to the Township Official Plan designations and Zoning that were in effect at the time of annexation.

Pursuant to Section 51(25) of the Planning Act, Council has the authority to impose conditions to the approval of a plan of subdivision that are reasonable and have regard to the nature of the development proposed. Issues identified through the application review process that cannot be addressed specifically through the draft plan design, Official Plan designation or the Zoning By-law will be imposed as conditions of Draft Plan Approval. The proposed conditions of Draft Plan Approval for this development are detailed in Schedule 1. These conditions must be satisfied before the City can grant Final Approval to the plan of subdivision. Once Final Approval is granted, the developer would be permitted to register the plan with the Land Registry Office and to begin selling individual lots.

ANALYSIS

a) Provincial Policy

The *Provincial Policy Statement, 2005* (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The PPS promotes efficient, cost effective development and land use patterns, protection of resources and public health and safety. In keeping with Section 1.1.3.2 of the PPS, the proposed plan facilitates the efficient use of available land and resources within the City by helping to make available some of the servicing infrastructure required to service the north portion of the Jackson Creek Secondary Plan area and the Lily Lake Planning Area.

The subject lands are located in the “Designated Greenfield Area” as identified in the *Growth Plan for the Greater Golden Horseshoe, 2006*. These areas are intended to accommodate a portion of the City’s long-term growth with the remainder being accommodated through intensification and redevelopment in existing built-up areas of the city. For the city’s Designated Greenfield Areas as a whole, the City is required to plan for a minimum density target of 50 persons and jobs per hectare. Generally, the majority of the City’s Designated Greenfield Areas are located in areas for which staff

will be preparing secondary land use plans. These secondary plans will be planned to achieve an overall average density of 50 residents and jobs per hectare across the entire Designated Greenfield Area.

Due to its relative isolation and smaller size compared to other development areas, the subject lands are not included in an area that is subject to a secondary land use planning process. Notwithstanding this, the planning of the subject lands must be mindful of the contribution that development on the lands will make to the overall average density across all DGAs.

Based on population assumptions used for the City's development charge by-laws and for functional planning studies conducted for secondary planning areas, as well as Greenfield Area employment assumptions described in *Planning Peterborough to 2031: How the Growth Plan for the Greater Golden Horseshoe will affect the City of Peterborough* (City of Peterborough Planning Division, April 2009), the subject plan achieves an average density of 47 residents and jobs per hectare before the planned employment capacity of the overall Designated Greenfield Area is considered. Accordingly, staff is satisfied that the subject plan helps achieve an overall Designated Greenfield Area density target of 50 residents and jobs per hectare.

In accordance with Section 1.1.1 of the PPS, the draft plan of subdivision will be municipally serviced, provides an appropriate range of residential, local commercial, recreation and open space uses, promotes cost-effective development standards to minimize land consumption and servicing costs.

Consistent with Section 2.1.6 of the PPS, the proposed development has incorporated appropriate setbacks from the adjacent Jackson Creek Wetland East PSW as recommended by the Otonabee Region Conservation Authority and discussed in the Environmental Study prepared in support of the proposed development by Niblett Environmental Associates (February 2010, July 2010). Additionally, as discussed later in this report, the subdivision's services will be designed to protect against negative impacts on the wetland.

Although the proposed development is not located adjacent to the existing built-up area, it is located adjacent to the unbuilt portion of the Jackson Creek Secondary Plan. It is anticipated that development of the subject lands will facilitate development of the remaining unbuilt area in the Jackson Creek Secondary Plan and together the two areas will make efficient use of the land, infrastructure and public service facilities in the area.

Overall, staff is satisfied that the proposed plan of subdivision is consistent with the direction of the PPS and the policies of the Growth Plan for the Greater Golden Horseshoe.

b) Official Plan

The subject lands are currently designated as follows:

Schedule 'A' Land Use	Residential Urban Fringe Control (Smith) Environmental Constraint (Smith)
Schedule 'A1' City Structure	Designated Greenfield Area
Schedule 'B' Roadway Network	Parkhill Road West – High Capacity Arterial Street
Schedule 'D' Development Areas	Area 3

As described above, the lands are subject to designations in the City of Peterborough Official Plan and the Official Plan for the former Township of Smith. Accordingly, an Official Plan Amendment is required to bring the lands' designations into compliance with the City Official Plan and to allow for the proposed residential development. Additionally, an Official Plan Amendment is required to incorporate land use designations for the Jackson Creek Wetland East PSW based on mapping completed in support of the proposed development.

The proposed Official Plan Amendment, as detailed in Exhibit E, attached to Report PLPD10-073, would amend the Official Plan as follows:

- Amend Schedule 'A' – Land Use to change portions of the 'Urban Fringe Control Area (Smith)' and 'Environmental Constraint (Smith)' designations on the lands to a 'Residential' designation for the areas to be developed;
- Amend Schedule 'A' – Land Use to change portions of the 'Environmental Constraint (Smith)' designation on the lands to a 'Protected Natural Areas' designation for areas on the subject property that are within the Jackson Creek Wetland East PSW;

- Amend Schedule 'A' – Land Use to change portions of the 'Urban Fringe Control Area (Smith)' and 'Environmental Constraint (Smith)' designations on the lands to 'Major Open Space' for areas required as a wetland buffer, stormwater management, open space and park;
- Amend Schedule 'B' – Roadway Network to add proposed Street 'A' as a 'Low Capacity Collector';
- Amend Schedule 'C' – Natural Areas & Flood Plain to add those portions of the lands that are within the Jackson Creek Wetland East PSW and/or are required for wetland buffer, open space, stormwater management or park as 'Natural Areas and Corridors';
- Amend Schedule 'C' – Natural Areas & Flood Plain to identify lands within 30 metres of fish habitat and lands within 120 metres of a Provincially Significant Wetland;
- Amend Schedule 'D' – Development Areas to add the lands to Development Area No. '2'; and,
- Amend Schedule 'E' – Residential Density to designate the areas proposed for Townhouse and multiple-unit residential development for 'Medium Density' purposes.

Section 4.2.5.7 of the Official Plan establishes a number of items that Council must consider when reviewing an application for residential development. Each of these factors will be considered in turn.

i. Proposed Housing Types

The proposed subdivision provides for the development of 343 single detached residential units with typical lot widths ranging from 9 m (30 feet) to 18 m (60 feet), 108 street-fronting townhomes with a typical width of 7.6 m (25 feet), and up to 60 medium density (e.g. apartment) units. Of the 511 residential units being proposed in the development, 70% are made up of 9m (30 feet) wide single detached lots, street-fronting townhomes and medium density units. The diversity and range of lot widths and unit types proposed is in keeping with both Provincial and Official Plan policy for Designated Greenfield Areas and will provide more affordable housing alternatives than a traditional residential subdivision.

ii. Surrounding Land Uses

With the exception of lands within approximately 200 feet of Parkhill Road West, all lands north of Parkhill Road West, between Ravenwood Drive, Ackison Road, and Jackson Creek, were annexed into the City on January 1, 2008. Consequently, the surrounding properties to the north, east and west are primarily developed for rural residential and/or agricultural uses. Jackson Creek, its associated valley lands, and the Jackson Park Kiwanis Trail are situated immediately north of the subject lands as well as the Jackson Creek Wetland East PSW. The majority of the lands to the west are also encompassed by the Jackson Creek Wetland East PSW and floodplain. To the east, Jackson Creek travels southerly toward Parkhill Road thus limiting the potential for development east of the subject property.

South of Parkhill Road, the lands are currently under agricultural use however they are designated for residential purposes in the Jackson Creek Secondary Plan.

Due to the proximity of Parkhill Road West, the Applicant will be required to undertake and implement a traffic noise impact study to the City's satisfaction.

iii. Adequacy of Municipal Services

Water and Electricity Distribution

The proposed development is planned for full municipal water and wastewater services. Peterborough Utilities Services Inc. (PUSI) will provide water service to the development upon plan registration and execution of a standard servicing agreement with the owner. With the exception of the area adjacent to Parkhill Road, the majority of the property falls within the service territory of Hydro One for electrical service. Should the Applicant wish to be serviced by PUSI, the Applicant will need to request PUSI to apply to the Ontario Energy Board for a service territory adjustment. As a condition of Draft Plan Approval, the Applicant will be required to ensure that sufficient provision has been made to provide electrical service to the lands.

Water distribution service currently exists east of the site at the intersection of Parkhill Road and Ravenwood Drive. The applicant is proposing to extend the existing 300mm distributing main and the 600mm trunk main from that location to the subject lands. In the future, these watermains can be extended further west along Parkhill Road to Brealey Drive and southerly to Ireland Drive to service the north portion of the Jackson Creek Secondary Plan. PUSI has advised that watermain looping will be required for the

development and that up to 50 single detached units may be developed prior to the secondary feed being put in place.

Sanitary Servicing

The Applicant has proposed two options for conveying sanitary wastewater from the site to the existing Parkhill Road West pumping station. One option is to direct all flows by gravity to a trunk sewer in the vicinity of Park Block 369 that would extend through that block, cross under Jackson Creek, and follow easterly under the Jackson Park Kiwanis Trail for approximately 700m where it would then cross back under Jackson Creek and tie into the pumping station. The other option would be to construct a new pumping station within the Plan of Subdivision on a block adjacent to Park Block 369 (near the intersection of Streets A and F) together with a forcemain along Street B that would pump wastewater flows through the site to Parkhill Road where they could then flow by gravity east to the Parkhill Road West pumping station.

Of the two options, staff prefer the gravity sewer option of crossing under Jackson Creek and following the Jackson Park Kiwanis Trail in order to minimize the creation of new site-specific pumping stations. ORCA has advised they are not fundamentally opposed to this option however detailed plans of the works are required as well as approval from the Authority's Board of Directors and the Ministry of Natural Resources.

Typically, a servicing project of this type would be subject to a Municipal Class EA. However, such works can also be approved through the detailed review and consultation undertaken as part of a draft plan of subdivision application made under the Planning Act. Based on the review and consultation undertaken to date, staff are satisfied that a separate EA is not required for the proposed trunk sanitary sewer. However, as a condition of Draft Plan Approval, the Developer will be required to confirm the technical feasibility of the proposed sewer and, if feasible, secure all necessary approvals for the proposed sewer, including conducting additional Environmental Study of the proposed sewer, prior to Final Approval. Additionally, the Applicant would be required to agree to construct the sewer to the City's satisfaction. This process will include reviewing the environmental impacts of the proposed sewer based on detailed sewer design plans and implementing appropriate environmental mitigation measures in the City subdivision agreement.

Additionally, servicing studies prepared in support of the proposed development (D.G Biddle & Associates Ltd., Feb. 2010, June 2010, July 2010) note that the existing pumping station on Parkhill Road is currently

operating at capacity and therefore needs to be upgraded before any development can proceed on the subject lands.

Based on the recommendations of the *Jackson Creek West Secondary Planning Area Sanitary Servicing Study* prepared by Totten Sims Hubicki Associates on the City's behalf in 1998, it is understood that the Parkhill Road pumping station is intended to ultimately service both the subject lands, the majority of the Lily Lake Planning Area north of Jackson Creek, and the remaining unbuilt portions of the Jackson Creek Secondary Plan area. The upgrade of the Parkhill Road pumping station to facilitate development of these areas is anticipated to be staged and will be financed from area specific development charge reserves for both the Jackson Creek and Lily Lake Planning Areas.

In order to facilitate development of the subject plan, the remainder of the Jackson Creek Planning Area, and the Lily Lake Planning Area, staff have requested to add a \$2.0 million dollar item to the 2011 budget to undertake an EA for the upgrade of the pumping station and to design and build a portion of the station upgrades. Details of this project will be provided to Council in a separate report at a later date. Should the Applicant wish to proceed with development in advance of the City's completion of these upgrades, the Applicant may complete interim improvements to the pumping station at their expense.

As a condition of Draft Plan Approval, the Applicant will be required to acknowledge that additional capacity must be made available in the Parkhill Road pumping station before any development is allowed to proceed. That capacity can either be provided by Applicant at their expense on an interim basis or will be provided by the City following completion of an EA for the ultimate build-out of the pumping station and subject to budget approval.

Since Council approval of the *Jackson Creek West Secondary Planning Area Sanitary Servicing Study* in 1998, the City has been working with area developers to upgrade the trunk sanitary system, including construction of the Parkhill Road pumping station and twin forcemains along Parkhill Road from the pumping station to just west of Wallis Drive in 2002, upgrade of the Wallis Drive sewer in 2003, and upgrade of the Weller Street sewer and Parkhill Road pumping station 2005.

Presently, the downstream sanitary trunk sewer system has sufficient capacity to accommodate the subject plan except for a small segment of sewer (approximately 135 metres) located on Parkhill Road between the westerly terminus of the twin forcemains and Wallace Drive. Prior to the issuance of any building permits in the proposed Draft Plan, this section of

sewer will need to be upgraded. Although this sewer upgrade is required to accommodate growth on the subject lands and ultimately the Jackson and Lily Lake Growth Areas, it is currently not identified in the Area Specific Development Charge By-laws for either the Jackson or Lily Lake areas. Consequently, funding of this upgrade is currently the responsibility of the Applicant. Notwithstanding this, future budget approvals and amendments to the Area Specific Development Charge By-laws may provide opportunity for the Applicant to share a portion of the costs with the City. As a condition of Draft Plan Approval, the Applicant will be required to provide the City with the financial security to upgrade the Parkhill Road sewer. Additionally, the conditions of Draft Plan Approval provide the Applicant opportunity to negotiate future cost sharing with the City for the required upgrade.

As will be described in the following section, the City is currently undertaking an EA for the reconstruction of Parkhill Road from Wallis Drive to the west city limit. Pending completion of the EA and budget approval, staff anticipates that Parkhill Road will be reconstructed from Wallis Drive to Ravenwood Drive in 2012. As part of the Parkhill Road reconstruction, staff anticipates that above-noted section of sanitary sewer will be upsized. Consequently, any financial contribution by the Applicant toward the upgrade will need to be received in time a 2012 construction schedule. This timeline has been reflected in the proposed conditions of Draft Plan Approval.

A section of the West End Trunk Sewer located along The Parkway, between Clonsilla Avenue and Lansdowne Street, is identified in the capital budget to be upgraded in 2012. Improvement of this section of sewer is intended to accommodate full build-out of the subject lands as well as the Lily Lake Planning Area and the remainder of the Jackson Creek Secondary Plan Area. The timing of development on the subject lands is not dependent on the completion of this improvement.

Stormwater Management

Stormwater flow from the development is proposed to be accommodated in a stormwater management pond that will outlet to Jackson Creek, just upstream of the Jackson Creek flood-control weir. The pond is proposed to provide Enhanced Protection for water quality as per Ministry of Environment design guidelines and to match post-development outlet flows from the lands to pre-development levels. Prior to Final Approval the Applicant will be required to submit a final stormwater management report to the satisfaction of ORCA and the Utility Services Department.

iv. Traffic Impacts

Vehicular access to the site is proposed from a single collector street access off Parkhill Road. Specifically, the plan proposes to create Street 'A' that will loop through the centre of the property and provide for a future connection to the east that, when developed, could allow for the road's return to Parkhill Road, approximately 300m (980) east of the current proposed intersection. Additionally, a temporary emergency access, as required by Fire Services, is proposed approximately 150m (490 feet) east of the proposed intersection in order to allow for a second means of access to the site until a permanent second access to the development is created. As a condition of Draft Plan Approval, the Applicant will be required to construct and maintain the proposed emergency access until a second permanent access to the site is created.

Within the site, a modified grid network of local streets are provided. At the east and west limit of the plan, a local street connection is provided to facilitate the future development of the abutting lands. In the immediate vicinity of Parkhill Road, Street 'A' is proposed to have a right-of-way width of 26m (85 feet) which then gradually tapers down to 22m (72 feet) in the interior of the plan. All local streets are proposed to have 18.5m (60 feet) wide right-of-ways. Utility Services and has reviewed the proposed development and has no object to the proposed street network.

In 2006, the City commenced an EA for the urbanization of Parkhill Road between Wallis Drive and the west City limit. In 2007, a draft Environmental Study Report (ESR) was submitted by the consultant recommending improved Transit/Traffic Demand Management and Operational Improvements by urbanizing the cross-section with sidewalks on both sides, (Wallis Drive to Ravenwood Drive) and sidewalk on one side and multi-use trail on other side, (Ravenwood Drive to Brealey Drive), with a 60km design speed. Additionally, the realignment of Brealey Drive at Parkhill Road with Ackison Road was recommended. Unfortunately, city staff shortages did not allow a timely review of the draft ESR and the project has not been completed as yet.

As noted recently in Utility Services Report USEC10-008 (June 28, 2010), staff consider the reconstruction of Parkhill Road between Wallis Drive and Ravenwood Drive (Phase 1) to be a high priority project. Presently staff anticipates the Class EA to be complete during winter 2010/early spring 2011. With the detailed design paralleling to the extent possible the Class EA process, pending budget allocation, a construction tender in 2012 is anticipated. Urbanization of Parkhill Road between Ravenwood Drive and the west city limit (Phase 2) is anticipated to follow in 2013. Improvements to the

Parkhill Road/Brealey Drive/Ackison Road intersection are anticipated to occur ahead of the Phase 1 improvements in 2011.

As part of the development submission, the Applicant provided a Traffic Impact Study prepared by Tranplan Associates dated February 2010 and an Addendum dated July 2010. The report concludes that:

- A westbound left turn lane is currently warranted on Parkhill Road at Brealey Drive;
- Traffic signals are currently warranted at the intersection of Parkhill Road and Brealey Drive;
- The northbound approach on Brealey Drive to Parkhill Road is currently at capacity and will require improvements to support growth in background traffic to 2015;
- The intersection of Parkhill Road and Wallis Drive will require improvement to accommodate more than 250 dwelling units within the proposed development;
- A westbound left turn lane on Parkhill Road is currently warranted at Ravenwood Drive;
- Proposed Street 'A' will accommodate all site related traffic at Parkhill Road;
- There are sufficient sight line distances to the east and west along Parkhill Road from Street 'A'; and,
- An eastbound left turn lane is not warranted on Parkhill Road at Street 'A'.

All of the conclusions of the Tranplan report are anticipated to be addressed by the completion and implementation of the Parkhill Road West EA. These improvements are eligible for funding from the City-wide Development Charge Reserve and are anticipated to be included in the 2011, 2012 and 2013 Capital Budgets. Notwithstanding this anticipation, the timing of the completion of these works remain subject to the approval of the Parkhill Road West EA and future Capital Budgets. Accordingly, staff can not guarantee that the improvements will be in place prior to when the Applicant may require them in order to accommodate housing construction on the subject lands.

In order to ensure that development on the lands does not proceed prior to the City securing the funding to implement the transportation network improvements required to service the development, the Applicant will be required to acknowledge, as a condition of Draft Plan Approval, that Final Approval will not be granted until such time as the required improvements are approved in a current Capital Budget. Alternatively, the Applicant may enter into an agreement with the City to front-end the cost of the required works subject to re-imbursement once the works are in the approved Capital Budget.

Presently, Peterborough Transit Route No. 4 – Jackson Park – services Parkhill Road, east of Ravenwood Drive. As development proceeds on the subject lands and on lands to the south in the Jackson Creek Secondary Plan, Peterborough Transit will evaluate the need for the expansion of transit service to areas further west along Parkhill Road in accordance with their business plan. Collector streets in the area will be designed to accommodate the future expansion of transit service.

In accordance with the City's Sidewalk Policy, the Applicant will be required to construct sidewalk along both sides of all streets within the development as a condition of Draft Plan Approval.

To facilitate the use of active forms of transportation and support passive recreation, the Applicant proposes to construct a trail link over adjacent land owned by ORCA and a bridge over Jackson Creek, in the vicinity of the existing flood control weir, to connect to the Jackson Park Kiwanis Trail. To accommodate the proposed trail and bridge, easements will need to be granted in favour of the City to allow for the operation and maintenance of the trail over private property. As a condition of Draft Plan Approval, the Applicant will be required to assess the feasibility of constructing the proposed trail to the satisfaction of the City. Should the City be satisfied that the proposed trail connection is feasible, the Applicant will be required to obtain the necessary approvals for and construct the trail and bridge to the satisfaction of the City and ORCA. Additionally, the Applicant will be required to develop and implement strategies to mitigate the need for increased long-term maintenance of the Jackson Park Kiwanis Trail (for which ORCA is responsible) as a result of connecting the proposed development to the trail.

v. Adequacy of Amenities, Parks and Recreation Opportunities

Under Section 51.1 of the Planning Act and Section 6.5.2 of the Official Plan, the City can require the greater of 1 hectare for every 300 dwellings units or 5% of the land devoted to residential development and 2% of the land devoted for commercial development for parkland dedication. Alternatively,

the City may collect cash-in-lieu of the said parkland dedication. For the subject plan, the City is entitled to collect approximately 1.7 ha (4.2 acres) parkland dedication.

Block 375, which is approximately 1.49 ha in size, satisfies the majority of the Applicant's parkland dedication obligation for this plan. As a condition of Draft Plan Approval, the Applicant will be required to convey Block 375 for parkland purposes and to pay the City cash-in-lieu of any outstanding parkland dedication required pursuant to the Planning Act and the Official Plan.

vi. Parking, Buffering and Landscaping

Parking, building setback, and building/driveway coverage standards are implemented as regulations in the Zoning By-law. In order to facilitate an increase in development density as per Provincial Growth Plan and City Official Plan objectives, and create a standard relationship between dwellings and the street, all lots in the subdivision are proposed to be subject to the same reduction in building setback: 4m to the house and 2m to an unenclosed verandah. Attached garages will maintain the standard 6m setback to ensure the provision of adequate parking space between the garage and the streetline.

Rear yard building setbacks are proposed to be maintained at the standard 7.6 metres throughout for single detached dwellings and 9.0 metres for street-fronting townhomes that back onto single detached dwellings. Where street-fronting townhomes back onto each other, a 7.6 metre rear yard building setback is proposed. Side yard setbacks for all single detached dwellings are proposed to vary (1.2m on one side of the house, 0.6m on the other, provided that a minimum of 1.8m is maintained between adjacent dwellings). The varying side yard setbacks are similar to those that have been established in the Heritage Park neighbourhood. In order to ensure the varying setbacks do not interfere with the installation of underground services, the Applicant will be required to prepare a utility coordination plan showing the location of all utilities, including driveways, to the satisfaction of the City and the affected utilities, prior to Final Approval.

Setbacks, buffering and landscaping for the proposed medium density residential block (Block 367) and the commercial block (368) will be addressed through Site Plan approval at a later date.

Generally, the Zoning By-law ensures uniformity for the provision off-street parking in accordance with the standard applied to all Greenfield

developments. Because of the variety of lot sizes being proposed, a variety of dwelling types and sizes will be made available. Generally, the plan has been designed to group lots together by their size.

In accordance with City Policy, the owner will be required to make a cash payment to the City for the planting of a street tree in front of each unit within the municipal boulevard.

vii. Significant Natural/Environmental Features

The subject lands encompass a portion of the Jackson Creek Wetland East PSW. Additionally, the lands are situated within 30 metres of Jackson Creek, a known fish habitat, contain an unnamed wetland pocket and tributary to Jackson Creek and significant forest cover, and are subject to an easement in favour of ORCA for flood protection.

ORCA has reviewed an Environmental Study prepared in support of the proposed development by Niblett Environmental Associates (February 2010, July 2010). In accordance with ORCA recommendations, the Draft Plan has been designed to maintain a minimum 50 metre setback around the boundary of the PSW, a 30 metre setback from the normal high water mark of Jackson Creek, and a 15 metre setback from the high water mark of the unnamed tributary. All lands that are required for buffer purposes or are located within the ORCA flood plain easement will be dedicated to the City for open space purposes and zoned OS.1.

As discussed previously, the Applicant is proposing to match post-development stormwater water runoff flows from the lands to pre-development levels using stormwater management techniques. Although this measure is intended to ensure that flood risk for lands both upstream and downstream of the site along Jackson Creek is not affected by the proposed development, the applicant is required to update the floodplain model for Jackson Creek, extending to Little Lake, to account for urban development in the area.

Existing floodplain models for Jackson Creek were prepared under the assumption that the subject lands, and lands within the nearby Lily Lake Planning Area, were used for rural/agricultural purposes. Because both areas are now intended for future urban development, the Jackson Creek floodplain model needs to be updated. As a condition of Draft Plan Approval, the Applicant will be required to undertake this work prior to Final Approval and will also be required to make any changes to the Draft Plan of Subdivision

and/or Zoning to reflect any modification to the floodplain on site prior to Final Approval.

Similar to requirements that have been imposed on development adjacent to the Downers Corners PSW in the City, the Applicant will be required to fence the wetland setback area from the proposed development area in order to prevent access by residents and domestic pets. Additionally, the Applicant will be required to agree that fence gates adjacent the wetland setback will be prohibited, that swimming pools will be prohibited on lots adjacent to the wetland setback, and to develop and distribute a “Natural Systems Stewardship Brochure” to all current and future prospective purchasers of Lots within the subdivision to provide education material respecting the significance and sensitivity of the Jackson Creek Wetland East and the role that residents can play in conserving important environmental features.

To help minimize the removal existing tree cover where it is encroached by proposed development, and to ensure that future plantings on public property are compatible with area vegetation, the Applicant will be required to prepare and implement a tree preservation plan and a landscape and planting plan for the Draft Plan.

Although the Environmental Study prepared by Niblett Environmental Associates did not find any provincially or nationally significant plant, bird or wildlife species specifically on-site, the study does note that some significant bird and wildlife species have been recorded in wider area. Prior to Final Approval, the Applicant will be required to undertake additional field surveys to re-assess for the presence of significant birds and wildlife species on-site. Should any significant species be found, the Applicant will be required to implement measures to ensure the protection of the species and its habitat on-site.

To ensure the proposed development does not have an adverse impact on fisheries habitat, the Applicant will be required to assess the thermal profile of Jackson Creek and to implement stormwater management measures to minimize any temperature impacts to Jackson Creek. Additionally, assessment of the unnamed tributary to Jackson Creek will be undertaken to confirm its function as fish habitat.

Pre-, during and post-construction monitoring of Jackson Creek and the Jackson Creek Wetland East will be undertaken to help ensure that the form

and function of the wetland and the creek are not adversely affected by the development.

The Jackson Creek Secondary Plan illustrates an open space corridor extending north from the Loggerhead Marsh to Parkhill Road. This corridor, which encompasses a mature hedgerow, was described in the Loggerhead Marsh Management Plan Report (Greenland International Consulting Inc., August 2001) as being the shortest direct connecting link for wildlife and, in particular, amphibians between Loggerhead Marsh and Jackson Creek Wetland East. To maintain and enhance the connecting role that this hedgerow plays, the Jackson Creek Secondary Plan seeks to preserve the feature as part of a 50-metre wide corridor extending from the marsh to Parkhill Road. Relative to the proposed Draft Plan of Subdivision, the corridor meets Parkhill Road opposite the property at 1280 Parkhill Road West which abuts proposed Lots 23 to 34.

North of Parkhill Road, the hedgerow jogs west, following the western limit of 1280 Parkhill Road and then along the outside of the western boundary of the Draft Plan. Immediately west of the Draft Plan, in the vicinity of Lots 35 to 40, the vegetation cover thickens where it meets the southern boundary of the Jackson Creek Wetland East. Much of that adjacent is also subject to an ORCA floodplain easement and therefore it is anticipated that most of the vegetation to the west will remain in perpetuity. Because the proposed Draft Plan does not affect any of the vegetation to the west in the area of Lots 35 to 40 nor any of the vegetation to the south, staff is satisfied that the proposed Draft Plan does not compromise the objective of preserving an open space corridor between the Loggerhead Marsh and the Jackson Creek Wetland East. To help minimize the encroachment of people and domestic pets into the corridor area the west, the Applicant will be required to install permanent fencing along all residential lot lines that abut the west limit of the Draft Plan.

c) Draft Plan of Subdivision

The proposed Draft Plan of Subdivision provides for the development of 343 lots for single detached residential purposes with typical lot widths of 9m (30 feet) 12m (40 feet) 15m (50 feet) and 18m (60 feet), and 108 street-fronting townhouse units with a typical width of 7.6m(25 feet). Adjacent to Parkhill Road, the plan proposes a block for local commercial uses and a multiple-unit (medium density) residential block with up to 60 residential units. Additionally, the plan provides blocks of land for future driveway connections to the adjacent lands that front Parkhill Road.

The northwest portion of the proposed Draft Plan is encompassed by Block 372 which includes the Jackson Creek Wetland East PSW, the buffer associated with the wetland, and floodplain associated with Jackson Creek. At the northeast corner of the plan, Block 371 encompasses an unnamed wetland pocket and tributary to Jackson Creek and will be dedicated to the City for open space purposes. Adjacent to Block 371, a neighbourhood park and a stormwater management facility are proposed in addition to a trail and bridge, if feasible, to connect the park to the Jackson Park Kiwanis Trail, north of Jackson Creek.

The street network within the development is focused on a central collector street that loops through the development and has the potential to be extended easterly onto the abutting property in the future. Two additional local street connections are provided to adjacent lands to the east and west to facilitate future development.

d) Zoning By-law

The subject property is currently zoned A2 (Smith) – Rural Zone, H (Smith) – Hazard Zone, and D.2 – Development District 2. The applicant is proposing to rezone the lands as follows:

Lots/Blocks	From	To	Use/Building Type	Proposed Minimum Lot Width	No. of Units	Max. Height (Storeys)
Lots 71 - 77, 84	H(SMITH) & A2(SMITH)	R.1,1k,2k,8z-256-"H"	Single Detached	18 metres	8	2
Lots 1, 9, 52-70, 82, 83, 85-98, 119, 301	H(SMITH), A2(SMITH) & D.2	R.1,1m,2m,8z-256-"H"	Single Detached	15 metres	39	2
Lots 2-8, 35-51, 78-81, 99-118, 120-189, 207-224, 273, 274, 285-300, 322-343, Blocks 365, 366	A2(SMITH) & D.2	R.1,8z-256-"H"	Single Detached	12 metres	176	2
Lots 10-34, 190-206, 225-272, 275-284, 302-321, Block 364	A2(SMITH)	R.1,1o,2o,8z-256-"H"	Single Detached	9 metres	120	2
Blocks 351-354, 362,363	A2(SMITH)	SP.273, 5o-256-"H"	Row/Townhouse	7.6 metres	32	2
Blocks 344-350, 355-361	A2(SMITH)	SP.273, 5o,10b-256-"H"	Row/Townhouse	7.6 metres	76	2
Block 367	A2(SMITH) & D.2	R.5,7g,11j-"H"	Medium Density Residential	30 metres	60	3
Block 368	A2(SMITH) & D.2	SP.95-255-"H"	Local Commercial	N/A	2000m ² commercial floor area	3
Blocks 369 and 370	H(SMITH) & A2(SMITH)	OS.2	Park, Stormwater Management	N/A	N/A	N/A
Blocks 371 and 372	H(SMITH) & A2(SMITH)	OS.1	Open Space	N/A	N/A	N/A

Traditionally, single detached dwellings are zoned R.1 (minimum 12m lot width) and deviances from that standard zone are accommodated through the use of alternative regulations and/or exceptions as appropriate. The single detached lots proposed in the Draft Plan vary considerably in width and size and therefore staff are recommending the use of alternative regulations to reflect these configurations.

Similar to what has most recently been applied in the Heritage Park neighbourhood, the Applicant has requested the use of a varying side yard building setback of 0.6m one side of the house, 1.2 metres on the other, and a minimum of 1.8 metres between adjacent dwellings. To apply this standard, staff recommend creating a new alternative regulation, regulation “8z” that can be used in other developments in the future if desired. Other similar alternative regulations do exist in the Zoning By-law however they do not maintain a minimum setback of 1.8 metres between adjacent dwellings.

Street-fronting townhouse blocks are proposed to be zoned SP.273 which has been used extensively for such purposes in recent new subdivisions. In order to accommodate a modest increase in building coverage compared to typical SP.273 developments, the applicant has request a building coverage of 55% rather than 50%. The proposed By-law reflects this request as a new alternative regulation, regulation “5o.”

Typically, the SP.273 district requires a minimum rear yard building setback of 9 metres. In order to provide greater flexibility for designing townhomes on this site, the Applicant has requested that the same rear yard building setback that is typically applied to single detached dwellings be applied to the street fronting townhomes where they back onto each other. Accordingly, the zoning proposes the use of alternative regulation “10b” to provide for a minimum rear yard building setback of 7.6 metres on those townhouse blocks that back onto each other.

Additionally, the Applicant had requested special provisions to address the construction of decks on townhouse lots where the minimum rear yard setback would be 7.6 metres. The SP.273 zone specifies that a deck may not be located closer than 6 metres to the rear lot line. Notwithstanding this provision, the regulation of decks in the SP.273 zone has been superseded by Section 6.19 of the By-law which states that decks are permitted to encroach up to 3 metres into the minimum rear yard building setback. Accordingly, no new special provisions are required to regulate decks for the proposed development.

All single detached and street-fronting townhomes are subject to proposed exception “256”. Exception 256 provides relief from traditional building setback requirements from local and collector streets, allowing dwellings to be located up to 4 metres from the streetline and unenclosed verandahs up to 2 metres from the streetline. The exception maintains a standard setback of 6 metres for an attached garage or carport. Similar

but slightly different exceptions have been granted in other recent subdivisions including Heritage Park, Avonlea and Waverley Heights. The rationale for such exceptions is to allow for the dwelling to have a dominant presence on the streetscape rather than the garage.

Block 367, which is proposed for medium density residential purposes, is recommended to be zoned R.5 which is typically used for developments that seek to achieve the higher-end of the permitted density range for Medium Density uses. The proposed zoning would allow the site to be developed up to a density of approximately 69 units per hectare; just below the 75 unit per hectare threshold for high density uses. Notwithstanding the potential density of the site, the recommended zoning proposes to limit the height of any building on the property to 3 stories in order to maintain compatibility with adjacent uses. In order to facilitate maintenance of typical parking standards (1.75 spaces per unit), new alternative regulation “7g” proposes to increase the maximum parking coverage for the site from 25% to 35%. Notwithstanding this increase however, should the site be developed to its maximum potential of 60 units, the zoning regulations would effectively require some parking to be provided underground in order maintain adequate landscaped open space on the surface.

Block 368, which is proposed for a Local Commercial plaza, is recommended to be zoned SP.95 with a new exception, exception “255” to remove service station as a permitted use, to increase the maximum commercial floor area to 2000 square metres in accordance with the Official Plan, and to increase the maximum floor area per commercial use to 200 square metres in accordance with the Official Plan. A similar recent example of the use of the SP.95 is the plaza at the corner of Sherbrooke Street and Denure Drive. The proposed zoning for the commercial block is consistent with the Local Commercial policies in the Official Plan.

All areas that are required to be maintained as open space are to be zoned OS.1 while areas to be used for parkland and stormwater management are to be zoned OS.2.

Staff is satisfied that the proposed zoning will allow for the creation of a variety of dwelling types and sizes, that the proposed zoning will ensure that all new dwellings maintain a consistent relationship with the street, and that the proposed zoning affords an appropriate level of protection for significant environmental features on the lands.

As is customary with plans of subdivision, a Holding Symbol will be placed on the zoning for areas to be developed that will only be removed upon registration of the plan at the Land Registry Office. For Blocks 367 and 368 which are proposed for medium density residential and local commercial purposes, the Holding Symbol will be removed upon execution of a Site Plan Agreement with the City.

RESPONSES TO NOTICE

a) Agency Responses

As part of staff's processing of the application, and pursuant to the Planning Act, staff provided notice of the application to, and sought comments from, the prescribed commenting agencies on March 12, 2010. Agency comments were generally in support of the development with some agencies requiring conditions of Draft Plan Approval. These conditions have been included in Schedule 1, attached to this report.

Otonabee Region Conservation Authority

ORCA has requested that a number of items be required as conditions of Draft Plan Approval including:

- Staking and installation of double silt fence around all significant environmental features on the property prior to any site preparation;
- Restricting clearing, site grading and grubbing to periods outside the main bird breeding season (May 1 – August 1);
- Updating the floodplain model for Jackson Creek;
- A detailed landscape and planting plan;
- A detailed tree preservation plan;
- Additional bird, wildlife and fisheries assessments;
- Thermal profiling of Jackson Creek;
- Monitoring of Jackson Creek and the Jackson Creek Wetland East pre-, during and post-development;

- Preparation and distribution of a “Natural Systems Stewardship Brochure” to all prospective and subsequent purchasers of lots within the subdivision that explains the significance and sensitivity of the Jackson Creek Wetland East to disturbances from residential development, and restrictions/regulations associated with the use of wetland setback areas;
- A detailed stormwater management report, including measures to minimize the effect of erosion and sedimentation both during and after construction and where feasible; and,
- an Environmental Study for an utility crossing under or trail crossing over Jackson Creek.

ORCA’s comments have either been addressed in the proposed Zoning By-law and draft plan of subdivision design or are reflected as proposed conditions of Draft Plan Approval.

Peterborough Utilities Services Inc.

PUSI requires the owner to enter into a standard servicing agreement for water electrical service and that a secondary water feed be provided to the development upon the development of 50 single detached units. Additionally, PUSI has advised that a request for service will be required from the Applicant in order to enable PUSI to apply to the Ontario Energy Board for an adjustment to their electrical service territory should the Applicant wish to have PUSI to provide electrical service to the development.

Bell Canada

Bell Canada requires the owner to make satisfactory arrangements for the provision of telecommunication services to the plan. These requirements have been reflected in the proposed conditions of approval.

Canada Post

Canada Post requires the owner to make satisfactory arrangements for the provision of mail delivery services to the plan and to inform all prospective purchasers, through a clause in all Agreements of Purchase and Sale, those lots identified for potential

Community Mailbox and/or mini-park locations. Canada Post's requirements have been included in the proposed conditions of approval. Community Mailboxes are proposed to be located in the municipal right-of-way at: 1) northwest corner of Lot 9; 2) northwest corner of Block 346; 3) northeast corner of Block 344; 4) southwest corner of Block 359; 5) northeast corner of Block 362; 6) northwest corner of Block 354 adjacent to Street 'A'; 7) northeast corner of Block 351; 8) northwest corner of Lot 258; 9) northeast corner of Lot 262; 10) southwest corner of Lot 158; 11) northwest corner of Lot 97; 12) northwest corner of Lot 224; 13) southeast corner of Lot 208; and, 14) northeast corner of Lot 133. Additionally, a mini-park will be required adjacent to Street 'F', at the northwest corner of Block 369.

Kawartha Pineridge District School Board

Kawartha Pineridge District School Board (KPRDSB) has advised that students generated within this plan will attend James Strath Public School (Grades Junior Kindergarten to 8) and Crestwood Secondary School.

County of Peterborough and Township of Smith-Ennismore-Lakefield

Parkhill Road, west of Brealey Drive, is a County Road. Through the circulation both the County of Peterborough and Township of Smith-Ennismore Lakefield expressed concern with the initial traffic impact study that was prepared for the proposed development (Tranplan Associates, February 2010) because of its reliance on the draft recommendations of the Parkhill Road West EA which is still underway and has not received approval from City Council. Both the County and the Township requested confirmation that the improvements identified in the EA will be constructed prior to the build out of the development.

Subsequent to the County and Township's review of the February 2010 traffic study, the County and Township were given an opportunity to review an addendum traffic study dated July 2010 that was prepared independent of the Parkhill Road West EA. Upon completing their review, the County advised that they had no comments but requested confirmation that the improvements identified in the draft Parkhill Road West EA for the Brealey/Ackison/Parkhill intersection are currently part of the City's 2011 capital program, or that the improvements will be completed before construction of the development. As a condition of Draft Plan Approval, the Applicant will be required to acknowledge that that Final Approval will not be granted until such time as the required improvements are approved in a current Capital Budget. Alternatively, the Applicant may enter into an agreement with the City to front-end the cost of the required works subject to re-imburement once the works are in the approved Capital Budget.

Additionally, the County requested to receive copies of the preliminary design drawings for the intersection of Ackison/Brealey/Parkhill so that the County is fully aware of the proposed improvements. The project team undertaking the Parkhill Road West EA is committed to maintaining an open line of communication and information sharing with the County throughout the course of the project.

b) Public Responses

Notice of a Complete Application was published in the Peterborough Examiner on March 31, 2010.

On May 26, 2010 the Applicant hosted a neighbourhood open house at James Strath Public School (1175 Brealey Drive). The applicant mailed a notice of the meeting to all persons that own property within the 120 metres of the site as well as all property owners along Parkhill Road, between Ravenwood Drive and Brealey Drive/Ackison Road, and to all property owners north of Jackson Creek from the city limit to Ackison Road. The meeting was attended by approximately 15 people and it generate three follow-up inquiries.

Notice of the Public Meeting was mailed on August 3, 2010 to the prescribed agencies, all property owners within 120 metres of the subject property and all persons who requested to receive notice of the Public Meeting during the review of the subject applications and/or attended the public open house. The Notice of Public Meeting was published in the Peterborough Examiner on August 6, 2010. Two written submissions were received in response to the Public Meeting notice.

Comments raised during the Public Open House and in the written submissions generally focussed on the potential adverse impact of directing sanitary services under Jackson Creek and under the Jackson Park Kiwanis Trail to the Parkhill Road pumping station, the potential design/appearance of an expanded Parkhill Road pumping station, the need for improvements to Parkhill Road, the nature of the proposed medium density development, and the alignment of Street 'A' relative to planning for development south of Parkhill Road.

Potential Impacts of the proposed Sanitary Sewer

Some concern has been expressed about the potential adverse impacts to Jackson Creek that any sewer crossing under the creek might pose. As noted previously, staff prefer the creek-crossing option for sanitary servicing because it would allow for the lands to drain by gravity to the Parkhill Road pumping station rather than necessitate a new pumping station for a specific development. However, the engineering feasibility of the proposed creek crossing and sanitary sewer still needs to be determined.

As a condition of Draft Plan Approval, the Applicant will be required to undertake detailed investigation of all servicing options to determine which is most appropriate for the site. Any proposal to bore a sewer under Jackson Creek (ORCA will not support an any open-cut work within the creek) will require the Applicant to undertake and implement a detailed Environmental Study to the satisfaction of the City, ORCA and the Ministry of Natural Resources as well as to prepare a public awareness and safety plan for any construction under (i.e. servicing) or over (i.e. trail/bridge) Jackson Creek.

Parkhill Road Pumping Station Upgrades

Some residents questioned whether physical expansion of the Parkhill Road pumping station will be required to accommodate the proposed Draft Plan and, if so, what an expanded pumping station might look like.

Any upgrade to the Parkhill Road pumping station that requires a physical expansion to the existing building/structure, is required to undertake a Class EA. Through the EA process, the public will be given the opportunity to participate in Public Information Centres where they can view information related to the project and provide comments on the project.

As noted previously, staff have requested to add a \$2.0 million dollar item to the 2011 budget to undertake an EA for the upgrade of the pumping station and to design and build the station upgrades. Accordingly, pending budget approval, area residents may have the opportunity to provide input on any physical expansion to pumping station in 2011.

Need for Improvements to Parkhill Road

Several residents at the public open house expressed concern for the immediate need to upgrade Parkhill Road West to address issues of erosion east of Ravenwood Drive and pedestrian accessibility at the intersection of Parkhill Road and Ravenwood Drive. Although these locations are outside the scope of the proposed development, staff can confirm that the Parkhill Road West EA is currently underway and that it is anticipated to be complete in winter 2010/early spring 2011. Pending budget allocation, a construction tender for the reconstruction of Parkhill Road from Wallis Drive to Ravenwood Drive is anticipated for 2012.

Proposed Medium Density Development

Staff have received questions regarding whether the proposed medium density residential development adjacent to Parkhill Road will consist of condominiums or rental apartments. At this time staff do not know what the ultimate tenure will be for the proposed buildings. The purpose of the proposed Draft Plan of Subdivision, Zoning By-law Amendment and Official Plan Amendment as they relate to the medium density

block is to create a parcel of land and assign to a permitted use to that parcel. The decision to develop condominiums versus rental apartments will rest with the Developer of the property.

Should the Developer wish to construct a condominium building, an application for Condominium Approval and/or exemption from Condominium Approval will need to be filed with the City for Council approval.

Alignment of Street 'A'

The City has received correspondence from a representative for the owner of the property on the south side of Parkhill Road, opposite Street 'A', expressing concern that the location of Street 'A' conflicts with the Jackson Creek Secondary Plan. The Jackson Creek Secondary Plan illustrates Nornabell Avenue extending north as a collector street from Ireland Drive to Parkhill Road. Currently, the Secondary Plan illustrates Nornabell Avenue as meeting Parkhill Road approximately 180 metres west of the proposed Parkhill Road/Street 'A' intersection. The owner of the property opposite Street 'A' contends that any collector street servicing areas north of Parkhill Road should align with the location of Nornabell Avenue as illustrated in the Jackson Creek Secondary Plan.

Section 10.5.3.2 of the Official Plan specifies that the location of streets shown on the Jackson Creek Secondary Plan are approximate and that adjustments to their location can be made without amendment to the Official Plan provided that the general intent and purpose of the Secondary Plan is maintained. Furthermore, the section states that "the location and alignment of streets will be determined at the time of subdivision approval without amendment to the Secondary Plan."

Staff agree that it is ideal to align any collector streets servicing areas north and south of Parkhill Road. Utility Services has advised that the general intent and purpose of the Jackson Creek Secondary Plan is to develop a collector street from Ireland Drive to Parkhill Road, approximately mid-way between Brealey Drive and Ravenwood Drive. Because subdivision development has yet to proceed along the south side of Parkhill Road, the precise location of the proposed collector street has not been determined.

Options for siting a collector street north of Parkhill Road at this location are somewhat limited compared to the south side of Parkhill Road due to the location of the Jackson Creek Wetland East PSW, its associated buffers, floodplain, and the location of Jackson Creek. Locating Street 'A' slightly east of the proposed Nornabell Avenue extension illustrated in the Jackson Creek Secondary Plan does not impact the ability to develop a logical street pattern south of Parkhill Road.

In consideration of the location of Street 'A', staff are satisfied that its location at Parkhill Road is appropriate with respect to both its spacing from Brealey Drive and Ravenwood

Drive and the sight lines available at the intersection. Furthermore, should it be determined through future subdivision planning processes south of Parkhill Road that Nornabell Avenue should align with Street 'A', staff are satisfied that the intent of the Jackson Creek Secondary Plan would be maintained.

Generally, staff are satisfied that all matters raised by the public during the Public Open House and in their written submissions have either been addressed through the design of the proposed Draft Plan of Subdivision, will be addressed through the Conditions of Draft Plan Approval prior to the issuance of Final Approval, or will be addressed through the completion of future Class EAs.

SUMMARY

Approval of the applications for Official Plan Amendment, Draft Plan of Subdivision Approval and Zoning By-law Amendment is recommended for the following reasons:

- i. The Plan of Subdivision will provide additional residential land for the City thus helping to ensure that the City has an appropriate lot inventory pursuant to the Provincial Policy Statement;
- ii. The proposed Draft Plan of Subdivision facilitates the planned expansion of services required to accommodate development of the Jackson Creek Secondary Plan and the Lily Lake Planning Area, both areas of which are intended to accommodate long-term residential growth;
- iii. The proposed Draft Plan is consistent with the matters of Provincial Interest as established under the Planning Act, does not conflict with any Provincial Plan, and, if approved, complies with the City Official Plan; and,
- iv. All matters considered during the review pursuant to Section 51(24) of the Planning Act have either been addressed or will be addressed through the Conditions of Draft Plan Approval prior to the issuance of Final Approval.

Submitted by,

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Concurred with,

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Attachments:

Schedule 1 - Conditions of Draft Plan of Subdivision Approval
Exhibit A - Notice of Public Meeting
Exhibit B - Land Use Map
Exhibit C - Draft Plan of Subdivision
Exhibit D - Commercial and Medium Density Concept Plan
Exhibit E - Draft Official Plan Amendment
Exhibit F - Draft Zoning By-law Amendment