



City of
Peterborough

To: Members of the General Committee

**From: Cynthia Fletcher
Commissioner of Infrastructure and Planning Services**

Meeting Date: October 12, 2021

**Subject: Report IPSPL21-039
Official Plan and Zoning By-law Amendment for 1045-1063
Armour Road and 941, 949 and 957 Ashdale Crescent**

Purpose

A report to evaluate the planning merits of amending the Official Plan and Zoning By-law to change the designation of the lands from Low Density Residential to Medium Density Residential and to amend the zoning from the R.1 Residential Zoning District (with various site specific regulations) to the R.4-346 and to the R.4-347 – Residential Zoning District, to facilitate the use of the lands for a medium density residential development.

Recommendations

That Council approve the recommendations outlined in Report IPSPL21-039 dated October 12, 2021, of the Commissioner of Infrastructure and Planning Services, as follows:

- a) That Schedule 'E' – Residential Density of the Official Plan, as it relates to the properties known as 1045-1063 Armour Road, 941, 949 and 957 Ashdale Crescent be amended to Medium Density Residential in accordance with the draft amendment, attached as Exhibit D to Report IPSPL21-039;
- b) That Schedule 'N' – Auburn North Secondary Plan of the Official Plan, as it relates to the properties known as 1045-1063 Armour Road, 941, 949 and 957 Ashdale Crescent, be amended from Low Density Residential to Medium Density Residential, and that the reference to a "Proposed Local Street" be removed in

- accordance with the draft amendment, attached as Exhibit D to Report IPSPL21-039;
- c) That the Zoning By-law be amended to add Exceptions 346 and 347 to Section 3.9, to prescribe site specific regulations in accordance with the draft amendment attached as Exhibit 'E' to Report IPSPL21-039;
 - d) That the subject properties be rezoned from the R.1,1g,2j,4f – Residential District to the R.4-346 H – Residential District and to the R.4-347 H – Residential District; and from the R.1,1m,2m – Residential District to the R.4-346 H – Residential District and to the R.4-347 H – Residential in accordance with Exhibit E attached to Report IPSPL21-039;
 - e) That Council direct Staff to implement a Special Area Charge for properties within the subject lands to cover any maintenance or replacement costs associated with the stormwater outlet facilities on City and ORCA lands as established in detail in a by-law for a special tax to come forward at a time of completion of the infrastructure with an agreed upon value; and
 - f) That the 'H' Holding Symbol be removed at such time that satisfactory arrangements are made for the design, construction and installation of all necessary infrastructure over City and ORCA lands, including the stormwater outlet, with the outfall channel and headwall setback outside of the wetland buffer, subject to the approval of ORCA and the City.

Budget and Financial Implications

There are no direct budget or financial implications arising from the approval of this application.

Background

The subject lands are located on the west side of Armour Road, adjacent to the northerly boundary of the Thomas A Stewart Secondary School (TASS) Sport Fields and abutting the southerly boundary of the Ashdale Road West and East subdivision. The property is bound on the west by the Rotary Greenway Trail lands and open space to Thompson Creek and the Otonabee River.

The applicants purchased and assembled seven contiguous properties known as 1045, 1051, 1053 and 1063 Armour Road and 941, 949 and 957 Ashdale Crescent, with a total lot area of approximately 3.4ha. (8.4 ac.), approximately 194m (636 ft.) of frontage along Armour Road, 20m (66 ft.) of frontage on Ashdale Cres. West and 20m (66ft.) of frontage on Ashdale Cres. East in 2018 and 2019. Applications for Official Plan

Amendment and Rezoning were filed by the applicants in August 2019 and deemed to be complete in December, 2019.

The 2019 submission proposed to develop a 248-unit, medium density residential development, consisting of two 6 storey apartment condominium buildings with 61 units each, together with 126-two and three storey townhouse units, divided into 17 blocks with a total density of 70 units per hectare. The applicants named the proposed development “Riverside Condos and Towns” and proposed access via a primary entrance at Armour Road and secondary entrances from both Ashdale Crescent West and East.

Subsequent to consultation with agencies and departments of the City and with local residents, including an Open House held on January 28, 2020 that was hosted by the applicants, the proposed concept was revised to reduce the density proposed to a total of 162 units, comprised solely of two and three-storey townhouse blocks (23) with a new proposed overall density of approximately 46 units per hectare. Townhomes are proposed to replace the previously proposed 6-storey apartment style condominium buildings near the centre of the property. Other changes to the concept site plan included shifting one of the proposed underground stormwater chamber to the west side of the lands with proposed green space above, increasing the amount of green space between townhouse blocks, reducing the massing along Armour Road by introducing breaks and green space between the townhouse blocks, and shifting the orientation of townhouse blocks to be perpendicular to the mutual lot line with Thomas A. Stewart Secondary School (TASS). The proposed development was renamed by the applicants as ‘Riverside Towns’.

Residents participated in dialogue with City Staff and the applicants’ development team throughout the process, reviewing various versions of the plans and providing feedback and comments related to the proposed building form, architectural style, building massing, building height, setbacks, green space, vehicular and pedestrian connections, traffic, environmental concerns, linkages to the Rotary Greenway Trail and servicing.

After considerable consultation with the agencies and departments and area residents throughout 2020, a revised submission was received from the applicants in December, 2020 reflecting the changes to the proposal and circulated to the agencies, departments and residents for comments. The revised submission was accompanied by a Functional Stormwater Management Report, a Functional Servicing Report, Revised Site Plan Drawing, Traffic Report Addendum Letter, Environmental Impact Study, Planning Justification Report, and an Engineering Comment Response Letter.

Comments received regarding the December 2020 circulation resulted in the submission of response submissions in April, 2021 including an updated Tree Inventory, Sight Distance letter, response to ORCA’s Ecology review, stormwater management report, sanitary flow split summary, an Engineering comment response letter, Functional Servicing Report, plan showing the updated proposed stormwater outlet and updated

EIS stormwater outlet letter. Additional materials, together with details related to the stormwater outlet servicing option via ORCA lands were circulated to agencies and departments for comment in April 2021.

A meeting was held by the applicants with Curve Lake First Nations in July 2021 to discuss the application and to update Curve Lake First Nations on the project, together with providing a summary of the engineering, environmental and archaeological studies/reports to date. Curve Lake First Nations appreciated the information and requested that they be kept apprised of the process and requested to be engaged during the detailed design review process as it relates to the final design of the storm water outfall to Thompson Creek and the Otonabee River and most importantly, the mitigation measures to ensure wildlife/aquatic habitat is protected during any required construction.

City staff agreed to pursue municipal ownership of infrastructure through City and ORCA lands, subject to approvals by ORCA for an easement to facilitate a proposed stormwater outlet to Thompson Creek, west of the subject lands. The engineering and ecological impacts were reviewed by both the City and ORCA engineering staff and presented by the applicants to the ORCA Board in August, 2021 whereby ORCA agreed in principle to the stormwater outlet, subject to an agreement with the City, to include conditions ensuring that no development take place until technical issue related to the effectiveness of the stormwater management outlet are addressed in accordance with the June 1, 2021 technical memo from ORCA and including conditions to restore and naturalize the area disturbed from construction activities to ORCA's satisfaction and any other conditions deemed necessary

The application required a robust review and revision to several supporting documents to address the issues/concerns identified by agencies and departments and by the public. Planning Staff recognizes the effort and time spent by all in the process and commends the participants for the respect shown during the process.

Analysis

a) Provincial Policy Statement, 2020

Any decision on the proposed Zoning By-law amendment must be consistent with the Provincial Policy Statement, 2020 (PPS) which came into effect on May 1, 2020. The PPS provides general direction to municipalities with respect to addressing matters of provincial interest in land use planning.

Section 1.1.1 of the PPS states that healthy, liveable and safe communities are sustained by (among other things):

- “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”.
- 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.”

Section 1.4.3 of the PPS requires municipalities to provide for an appropriate range and mix of housing by:

- “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;
- 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;
- g) 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.”

Section 2.1 of the PPS requires that municipalities protect natural features for the long term by:

- 2.1.2: maintaining, restoring and where possible, improving the long term ecological function and biodiversity of natural heritage systems by recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.

The proposed introduction of medium-density residential infill development addresses the established need for housing in the community. The property is located along Armour Road, recognized as an Intensification Corridor and is supported by transit, infrastructure and public services. The proposed infill on an under-developed site within the existing built-boundary of the City will utilize existing infrastructure, connecting water

and sanitary services to existing municipal service mains on Ashdale Crescent and Armour Road with minor upgrades, paid for by the developer. The requirement for mitigation measures to restore and naturalize the area disturbed from construction activities and to address the EIS recommendations, together with tree compensation, will protect the natural features of the wetland area to the north of the stormwater outlet and facilitate proper compensation for any trees removed on site.

Section 2.6 of the PPS requires municipalities to protect significant building heritage resources and significant cultural heritage landscapes via the following policies (among others):

“2.6.3 Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.”

The lands were considered via the completion of a Stage 1 and Stage 2 Archaeological Assessment. As the Stage 2 Archaeological Assessment survey identified the potential for Cultural Heritage features/artifacts on the site, a Stage 3 Assessment was undertaken in late 2018. Further surveying determined that the site possesses no further Cultural Heritage Value or Interest and no further assessment is required.

There are no significant environmental features identified on site and as noted in the Phase One Environmental Site Assessment, the site does not contain any human-made hazards, therefore, the proposed development is consistent with the policies in Section 3.0 of the PPS (Protecting Public Health and Safety).

Staff is satisfied that the proposed use is consistent with the PPS.

b) A Place to Grow, 2019

Similar to the PPS, any decision on the proposed Official Plan and Zoning By-law amendment must conform with the policies of A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 (the Growth Plan). The Growth Plan builds upon the policy foundation of the PPS by providing land use planning policies to address specific issues in the Greater Golden Horseshoe (GGH). The subject property is located within the Delineated Built-up Area as defined in the Growth Plan. Accordingly, the property is subject to both general policies in the Plan and to policies that are specific to the Delineated Built-up Area.

Generally, the Growth Plan requires municipalities to focus growth within Delineated Built-up Areas and to support the achievement of communities that:

- feature a diverse mix of land uses and convenient access to local stores, services, transportation options and public service facilities;

- improve social equity and quality of life;
- provides a diverse range and mix of housing options to accommodate people at all stages of life.

The establishment of complete communities, a thriving economy, a clean and healthy environment, and social equity are goals of the Plan based on core guiding principles including ‘prioritize intensification and higher densities to make efficient use of land and infrastructure and support transit viability’.

Section 2.2.1.4 of the Plan supports complete communities that:

- “e) ensure the development of high quality compact built form, an attractive and vibrant public realm, including public open spaces, through site design and urban design standards.”

Section 2.2.6 requires municipalities to support housing choice through the achievement of minimum intensification and density targets and by identifying a diverse range and mix of housing options and densities as well as additional residential units and affordable housing.

In staff’s opinion, the proposed development supports the achievement of complete communities and conforms with the policy directions by supporting housing options in an urban form of development through a more compact built form, on an underdeveloped site with access to amenities via linkages to East City for convenience retail and employment opportunities, while respecting the natural heritage within the area, and helps to achieve these policy directions and therefore conforms with the Growth Plan.

c) Official Plan

The lands are located within the Built Boundary as illustrated on Schedule A-1. The policies related to the Intensification Corridors also encourage appropriate intensification within the Built Boundary of the City, in locations where servicing capacity exists or can readily be improved within the infrastructure, and where additional development can be compatibly integrated with existing built form, land use patterns, natural heritage features and natural hazards. Furthermore, lands within the Built Boundary are intended to facilitate a significant portion of growth representing a minimum of 50% of the housing units within Peterborough, approved annually.

The Residential policies of the Official Plan “encourage residential intensification to increase the supply of housing through better use of existing resources, buildings and under-utilized sites” as noted in Section 4.2.1.2 of the Official Plan (Residential Objectives).

The Low Density Residential land use that is currently assigned to the subject lands is reflective of the historical use of the properties fronting onto Armour Road (four single detached dwellings) and was anticipated through the Auburn North Secondary Plan to facilitate the expansion of the low density residential plan of subdivision (dated 1976) to the north (Ashdale Crescent). It was anticipated that Ashdale Crescent would potentially be looped in the future, eliminating the need for the turning circles preserved at the south end of each street.

The Auburn North Secondary Plan was approved by the Ontario Municipal Board in 2001 and predates the current Official Plan policies to implement the Provincial Growth Plan. Armour Road is located within the City's Built Boundary and designated as an Intensification Corridor on Schedule A-1 of the Official Plan. Section 2.4.4.1 of the Official Plan addresses these lands as follows:

"A significant portion of future growth will be directed to areas within the Built Boundary of the City, through infill or appropriate intensification, in locations where infrastructure capacity exists or can readily be improved, and where additional development can be compatibly integrated with existing built form, land use patterns, natural heritage features and natural hazards. Higher levels of intensification will be directed to Intensification Corridors and Major Transit Station Areas, as identified on Schedule A-1."

The Official Plan encourages infill and intensification on vacant lands in an existing residential area which makes use of existing infrastructure and has a form and scale compatible with the surrounding area. The introduction of two and three-storey townhome buildings on the subject lands is consistent with the building heights and massing along Armour Road, and compatible with the subdivision to the north.

Armour Road is designated as a Medium Capacity Arterial on Schedule B – Roadway Network of the City's Official Plan. The proposed Medium Density Development will introduce an appropriate infill intensification, served by services and infrastructure and within proximity to public transit along Armour Road.

The immediate area is well served by parkland and as such, it is recommended that the development is subject to the provision of cash-in-lieu of parkland, to be assessed at the Site Plan Approval stage.

The proposed redevelopment of the lands to support up to 162 units is equivalent to a density of approximately 46 units/ha. This is within the density contemplated under the Medium Density Residential policies ranging from 25 to 75 dwelling units per hectare in the City's current Official Plan. A Zoning Amendment with site specific regulations related to height and massing is contemplated by the infill policies, to ensure compatibility with the surrounding neighbourhood. The proposed townhouse building form with a maximum height of 3 storeys is compatible with the surrounding neighbourhood.

Development applications, including Zoning By-law Amendment applications must address the provisions of Section 4.2.5.6 and 4.2.5.7 of the Official Plan which includes the requirement for a concept site plan and building perspective, with sufficient details related to the massing and conceptual design and relationship to the streets and surrounding neighbourhood. The adequacy of municipal servicing, implications of traffic generation, provision of amenities, proximity to schools, parks and recreation areas, adequate buffering, parking and landscaping, and proximity or presence of significant natural / environmental features should all be considered in the evaluation of the proposed amendment.

The application was accompanied by supporting studies to address the requirements of the Official Plan in assessing the appropriateness of the applications, including traffic, servicing, environmental, tree preservation, context plans, concept site plan, and stormwater management details. The introduction of 162 new units is proposed to complement the existing neighbourhood and is in keeping with the infill policies and objectives of the Official Plan.

Adequate sanitary services exist to support the proposed development. Some improvements to downstream services will be required within the localized system. The developer will be required to make a financial contribution towards a downstream solution at Site Plan Approval stage based on a proportionate share. Stormwater management details and Low Impact Development techniques will also be refined at Site Plan Approval stage via detailed design. Since the development is proposed to direct stormwater to Thompson Creek, via an outlet that crosses City and ORCA lands, additional discussions with ORCA and City Engineering Staff have taken place to secure preliminary support for a future easement and special tax to be assessed to the homeowners to address future maintenance and replacement costs for the outlet. Further agreements are required to facilitate the outlet to the satisfaction of both ORCA and the City.

The proposed residential development is accessible to parkland in the area, is to be serviced by municipal servicing, in close proximity to schools and public transit, conforms to the policies of the Official Plan and is compatible with the neighbouring uses.

d) Zoning By-law

The lands are currently zoned R.1,1g,2j,4f – Residential District and R.1,1m,2m – Residential District with site-specific regulations permitting single detached dwellings with the potential for secondary suites. The proposed use of the lands to permit up to 162 residential units, in the form of townhouse blocks, requires an amendment to the Zoning By-law.

The submission is accompanied by necessary studies and analysis to ensure conformity with the Official Plan policies. Site specific zoning and regulations are

proposed in the draft Zoning Amendment attached as Exhibit 'E' to Report IPSPL21-039 with regard to regulations related to minimum number of dwelling units per building, minimum lot width and depth, minimum lot area per dwelling unit, minimum building setbacks, maximum building coverage, maximum number of storeys, maximum lot coverage by open parking, driveways and vehicle movement areas and minimum building setbacks from the centreline of Armour Road.

The application proposes to apply a modified version of the R.4 – Residential Zoning District, to permit the proposed medium density residential development, in accordance with the following:

Regulation	R.4 Requirement	Proposed
Minimum Number of Dwelling Units per Building	3	4
Minimum lot width	30 m	190 m
Minimum lot depth	45 m	245 m
Minimum lot area per dwelling unit	185 m ²	207 m ²
Minimum building setback from side lot line (main building):	3 m or 1.5 m per storey, whichever is greater	3 m or 1.5 m per storey, whichever is greater, from north lot lines and 1.39 m from the south lot line
Minimum building setback from rear lot line	9 m or 4.5 m per storey, whichever is greater	7.6 m (to west lot line)
Maximum Building Coverage	30%	29%
Maximum Number of Storeys	3	3
Maximum Lot Coverage (% of lot area) by open parking, driveways, and vehicle movement areas	25%	34.2%
Minimum motor vehicle parking spaces provided on site (Section 4)	1.75 spaces per dwelling unit	2 per dwelling unit (townhomes)
Minimum Building Setback from Centreline of Armour Road (Section 6.7)	24.4 m	18.2 m

The proposed amendment identifies a maximum number of dwelling units. Based on the direction of the Provincial Growth Plan, the proposed Medium Density Residential

designation policies and the policies to encourage intensification along Armour Road, Planning Staff recommend a range of unit potential by expressing both a minimum and maximum lot area per unit requirement at a range of 207m² to 250m² per unit. This would facilitate between approximately 140 and 162 units (equal to a density of 40 to 46 units per hectare) and ensure that development occurs at a medium density level as anticipated by

the guiding policies, accommodating the proposed concept plan and potentially accommodating a greater number of units where efficiencies of lot coverage and building form are also met.

During the review of the application with Planning Staff and residents, there was discussion regarding the compatibility of the proposed building form with the neighbouring subdivision lands to the north. In an effort to ensure compatibility, the developer agreed to a transition in height at the northerly property line. As such, Planning Staff is recommending that a maximum height of 2 storeys be prescribed for the northerly portion of the lands, by way of a separate regulation as expressed in the draft zoning by-law amendment. A maximum height of 3 storeys is recommended for the southerly portion of the property.

The development depends on an outlet for stormwater that traverses over City and ORCA lands. As such, it is recommended that a 'H' Holding Symbol be affixed to the zoning to ensure that necessary agreements and approvals are in place prior to the issuance of building permits among other requirements. ORCA has agreed in principle, to an easement for the services in favour of the City. Since the services directly support the proposed development, Planning Staff recommend that Council direct staff to implement a Special Charge under the Municipal Act for the Special Service, whereby those property owners who benefit for the services are paying for them. A By-law to implement the tax will be required to come back to Council for approval.

Planning Staff is satisfied that the proposed Zoning By-law Amendment conforms to the Infill policies and the Residential designation in the Official Plan.

e) Site Plan Approval

Subsequent to Zoning approval, the proposal will also be subject to Site Plan Approval prior to issuance of a Building Permit. Any residential development containing more than four (4) dwelling units is subject to Site Plan Approval. Approval of the Site Plan related to the proposed development of the lands for more than fifty (50) units requires Council Approval. Site Plan Approval will address the details related to the location of parking, driveways, lighting, landscape treatment and buffering.

It is recommended that the following site-specific details be considered as part of the Site Plan Approval process related to the stormwater outlet, cash in lieu of parkland and a future special tax for the maintenance and replacement of the required stormwater outlet:

The following provisions are recommended to be addressed via the Site Plan Agreement:

- i. The Site Plan Agreement includes provisions whereby the owner is fully responsible for the design, construction and installation of all necessary infrastructure over City and ORCA lands, including the stormwater outlet, with the outfall channel and headwall setback outside of the wetland buffer, subject to the satisfaction of ORCA and City standards and in compliance with ORCA Ecology Review/EIS recommendations (Sections 5.1 and 6.0) and in compliance with Fisheries Act provisions;
- ii. The Site Plan Agreement includes provisions for the City to take ownership of the stormwater outlet, via an easement agreement with ORCA, post construction, and certification at a time deemed appropriate by ORCA,;
- iii. The Site Plan Agreement include provision for financial securities from the owner, to be taken by the City for a warranty period of not less than 2 years, post site completion for all works on City and ORCA lands;
- iv. The owner acknowledges in the Site Plan Agreement that the City may implement a Special Area Charge for properties within the subject lands to cover any maintenance or replacement costs associated with the stormwater outlet facilities on City and ORCA lands as established in detail in a by-law for a special tax to come forward at a time of completion of the infrastructure with an agreed upon value;
- v. The Site Plan is circulated to Curve Lake First Nation, including detailed design of the storm water outfall and mitigation measures regarding the protection of wildlife/aquatic habitat during any required construction;
- vi. The Site Plan Agreement to require the conveyance of road widening along Armour Road frontage and all necessary road improvements are addressed to the satisfaction of the City;
- vii. The owner agrees that tree removal will only occur once a Site and Landscape Plan has been approved and tree replacement and compensation is agreed upon.
- viii. That the Site Plan Agreement include provisions for payment of a proportionate share of the cost of downstream improvements to the local sanitary system be made.
- ix. That the Site Plan Agreement include provisions for payment of cash-in-lieu of parkland in accordance with the provisions of the City's Parkland Dedication By-law.

- x. That the Site Plan Agreement include provisions for a contribution to the cost of the signalization of the intersection of Ashdale/Frances Stewart/Armour Road.
- xi. That the Site Plan Agreement include provisions for a northbound left turn lane on Armour Road into the site at the cost of the developer.
- xii. That the Site Plan Agreement include appropriate arrangements to allow for encroachment on City lands for the purpose of constructing the proposed connection to the Rotary Trail.
- xiii. That the Site Plan Agreement require the developer to undertake sidewalk reconstruction along the Armour Road frontage of the lands, and that a Development Charge credit be given for the developer to incorporate and pay for this as part of their works.

Response to Notice

a) Significant Agency Responses:

Agency circulation was originally issued on January 15, 2020. Additional supporting documentation and revised plans circulated on December 15, 2020 and April 28, 2021.

The City's Infrastructure Management Division has no objection to the proposed Zoning Amendment and note that a downstream sanitary cost sharing assessment based upon proportionate flows be finalized prior to the completion of the Site Plan Approval process and a future cost sharing study should be reviewed by Development Engineering staff with appropriate recommendations arising from their review. The proposed stormwater outlet requires ORCA permission to be confirmed prior to zoning approval. The applicant shall be responsible for all of the construction costs of the storm outlet and shall provide the City with a 2 year warranty on the works. The City will apply a levy to the property tax of the future owners of the condo units to cover periodic maintenance and repair costs of the stormwater outlet. Comments related to the future Site Plan approval were also provided.

The City's Development Engineering Division provided comment on the Functional Servicing Report, the Preliminary Geotechnical Investigation Report and General Engineering matters. Development Engineering agrees that the landscape plan, wildlife exclusion fencing in accordance with the EIS report, adequate water flow for fires, and sidewalk connections to Ashdale Crescent are to be addressed with the Site Plan application. The concept site plan was revised to provide adequate space for vehicle turn around from the end townhouse units. The City requires the developer to pay a proportionate share of the cost of the upgrade to the downstream sanitary system and has prepared a construction cost estimate including contingency, engineering and full restoration. Borehole data was also required for the two proposed underground

storage chambers to confirm the viability of the chamber design. Infiltration rates were also required to be confirmed in these areas to the satisfaction of Development Engineering.

The City's Transportation Division provided comment on the original and supplemental memo summarizing the sight distance analysis. The consultant's assumptions provide a conservative estimate of the 2019 base year conditions. The additional traffic directed to Ashdale Crescent would be very close to meeting the minimum warrants for installation of traffic signals at the Ashdale Crescent/Frances Stewart Road/Armour Road intersection. The offset of the intersection poses an additional risk. Accordingly, Transportation Division recommends traffic signals be installed to assist with safely accommodating turning traffic and pedestrian crossing demand. The cost of the signalization should be shared by the developer, recommending a 50% contribution. A northbound left turn lane on Armour Road is also warranted and should be included in the site works for the proposed development at the cost of the developer.

Transportation Division also recommends that appropriate daylighting site triangles be provided where the private entrance intersects Armour Road (8.0m by 12.0m). Appropriate arrangements are to be made to allow for encroachment on City lands for the purpose of constructing the proposed connection to the Rotary Trail in the development agreement. The proposed sidewalk connection to Ashdale Cres. West is to be connected to the sidewalk on the east side of Ashdale Cres. West, providing a continuous connection to Frances Stewart Road. Garage parking spaces are to be large enough to support parking in accordance with the Zoning By-law. Request formal restrictions for on-street parking within the development on the main entrance road from Armour Road and on the roadway connections to Ashdale Crescent West and East to ensure that City maintenance vehicles using these links through the condominium streets are not impeded. Transportation Division also recommends that the developer be required to undertake sidewalk reconstruction along the Armour Road frontage of the lands, and that a Development Charge credit be given for the developer to incorporate and pay for this as part of their works.

The City's Urban Forestry Division has confirmed that the revised Tree Inventory is acceptable for the Zoning Amendment and will wait for detailed design, including Landscape Design to provide further comments regarding to the compensation strategy.

The City's Parks Division indicated that the neighbourhood is well supplied with parkland and as such, cash-in-lieu of parkland is recommended.

The City's Accessibility office recommends that at least one accessible townhouse floor plan model be designed that incorporates universal design features such as a zero-step entrance, ramp access to ground floor from the garage, an accessible main floor bedroom and bathroom, an accessible kitchen, wider hallways and doors, and lower electrical switches and receptacles. It is also recommended that the accessible housing floor plan models be displayed in the sales office and sales website, along with a list of available universal design features, to make potential purchasers aware of accessibility

options. Further Site Plan requirements and recommendations were also shared with the developer.

Otonabee Conservation provided technical and planning comments related to the various submissions. The stormwater management facility outlet, which will redirect surface water flows to Thompson Creek, is proposed to traverse the trail lands owned by the City and construct a headwall and outfall channel on Otonabee Region Conservation Authority lands. ORCA recommends that appropriate planning tools be utilized (i.e. H – Holding Symbol) to ensure that no development take place on the site until it is demonstrated that technical issues related to the effectiveness of the stormwater management outfall channel identified by ORCA staff are satisfactorily addressed. The stormwater management outfall channel and headwall should be setback outside the wetland buffer, in accordance with the ORCA Ecology Review/EIS recommendations and comply with the Fisheries Act provisions, to be consistent with PPS policy 2.1.5,2.1.6,2.1.7,2.1.8 and 2.2.1. The stormwater management outlet and headwall are located within the ORCA regulated area and will require permits from ORCA. The design is to be consistent with the EIS recommendations (Sections 5.0 and 6.0); DFO authorization/letter of advise/relevant correspondence to demonstrate compliance with the Fisheries Act; compensation/planting landscape plan to rehabilitate disturbed areas and create/enhance wetlands and/or buffers around the SWM headwall and outfall channel; monitoring plan; ESC/Mitigation Plan and a Work Sequence Plan. ORCA has agreed to negotiate an easement agreement for the stormwater outlet with the City of Peterborough to assume ownership of the SWM infrastructure. The final agreement must be approved by ORCA to include conditions to restore and naturalize the area disturbed from construction activities to ORCA's satisfaction an any other conditions deemed necessary.

No further agency has expressed any significant concerns or requests with respect to the proposed rezoning of the subject property.

b) Summary of Public Responses:

The applicants held a Neighbourhood Information Meeting related to the proposed amendment on January 28, 2020. Approximately 40 people attended the Meeting in addition to the applicants' Development Team, City Planning Staff and Ward Councillors. The applicant also met with a group of residents on several occasions to discuss concerns related to the development.

The primary areas of concern were related to overall unit density, building heights, tree preservation, road connections, traffic and parking. The development team and Planning staff shared information and met several times to review and understand the concerns, comments and questions from the public. Supporting documentation was shared with residents to assist in understanding the evolution of the application. The revised concept plan responds to many of the concerns brought forward by the group.

The modifications to the proposed concept plan and the associated applications resulted in a reduction of the proposed building heights, density and increases the green space in the plan.

Submitted by,

Cynthia Fletcher
Commissioner of Infrastructure and Planning Services

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Attachments

Exhibit A – Land Use Map
Exhibit B – Revised Concept Site Plan
Exhibit C – Context Plan
Exhibit D – Draft Official Plan Amendment
Exhibit E – Draft Zoning By-law Amendment

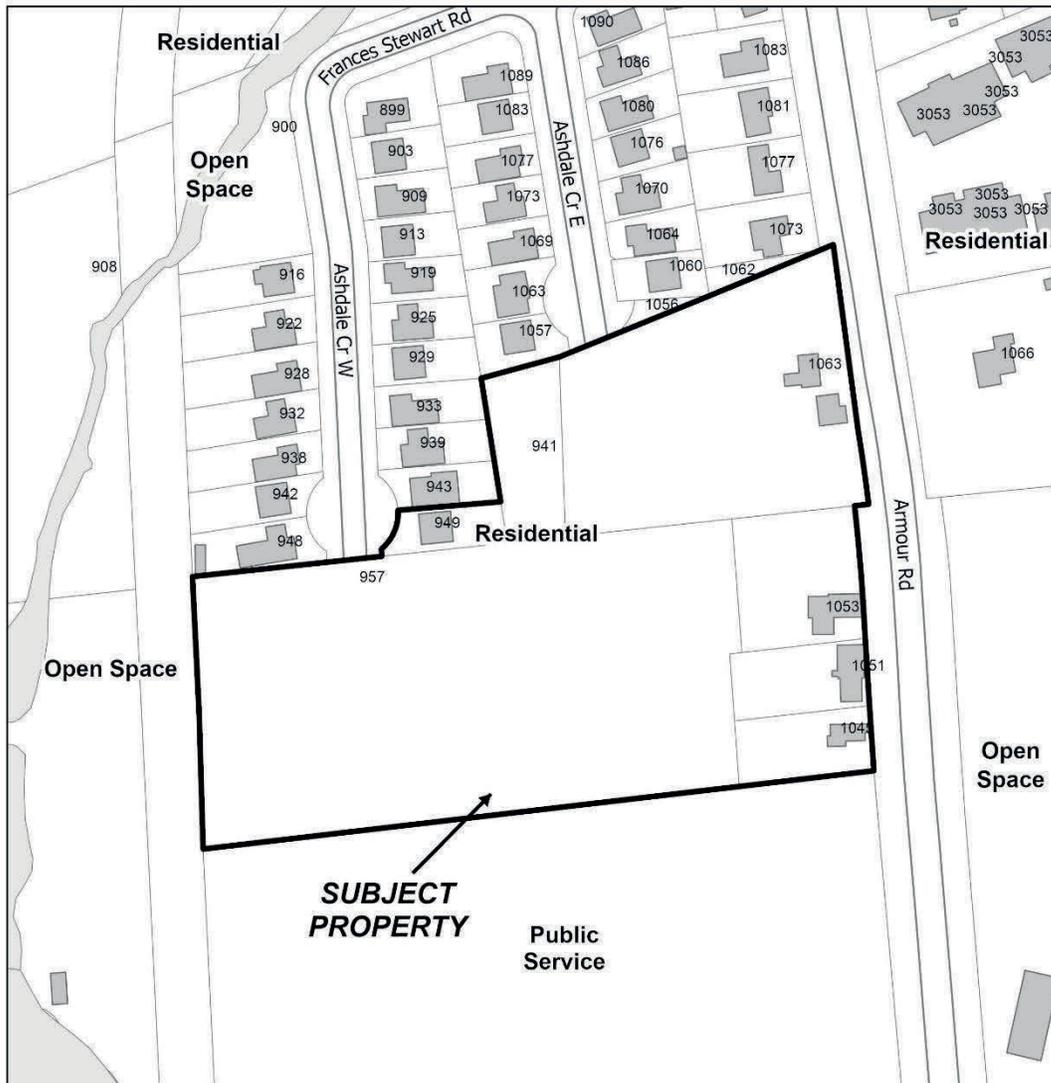
Exhibit A, Land Use Map, Page 1 of 1

Land Use Map

File: Z1920 & O1907

EXHIBIT
SHEET OF

Property Location: 1045 - 1063 Armour Rd, 941, 949 & 957 Ashdale Cres



The City of Peterborough Planning Division

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Date: January 15, 2020

Map by: PZhao

0 5 10 20 30 40 50
Metres

Exhibit C, Context Plan and Concept Elevations, Page 1 of 1



Exhibit D – Draft Official Plan Amendment, Page 1 of 3



The Corporation of the City of Peterborough

By-Law Number 21-[Clerk's Office will assign the number]

Being a By-law to Adopt Amendment Number XXX to the Official Plan of the City of Peterborough for the properties known as 1045-1063 Armour Road and 941, 949 and 957 Ashdale Crescent

The Corporation of the City of Peterborough by the Council thereof hereby enacts as follows:

1. **Schedule 'E' – Residential Density** of the Official Plan, be amended to 'Medium Density Residential' in accordance with Schedule 'A' attached hereto.
2. **Schedule 'N' – Auburn North Secondary Plan** of the Official Plan, be amended from 'Residential' to 'Medium Density Residential' and remove the 'Proposed Local Street' in accordance with Schedule 'B' attached hereto.

By-law read a first, second and third time this XXth day of October, 2021.

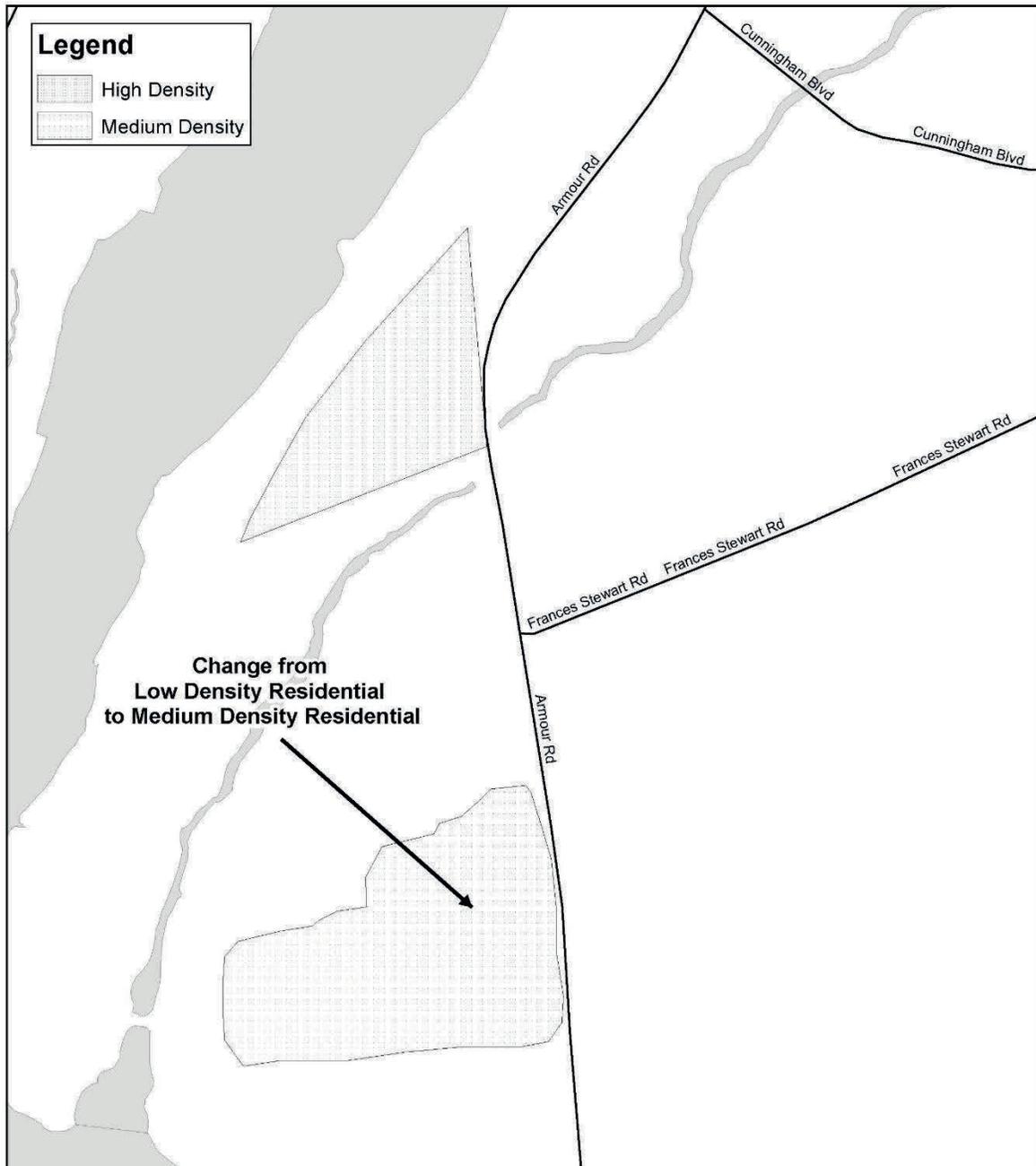
Diane Therrien, Mayor

John Kennedy, City Clerk

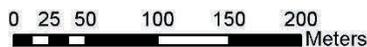
Exhibit D – Draft Official Plan Amendment, Page 2 of 3

Schedule A

Official Plan Amendment: Schedule 'E' – Residential Density



City of
Peterborough

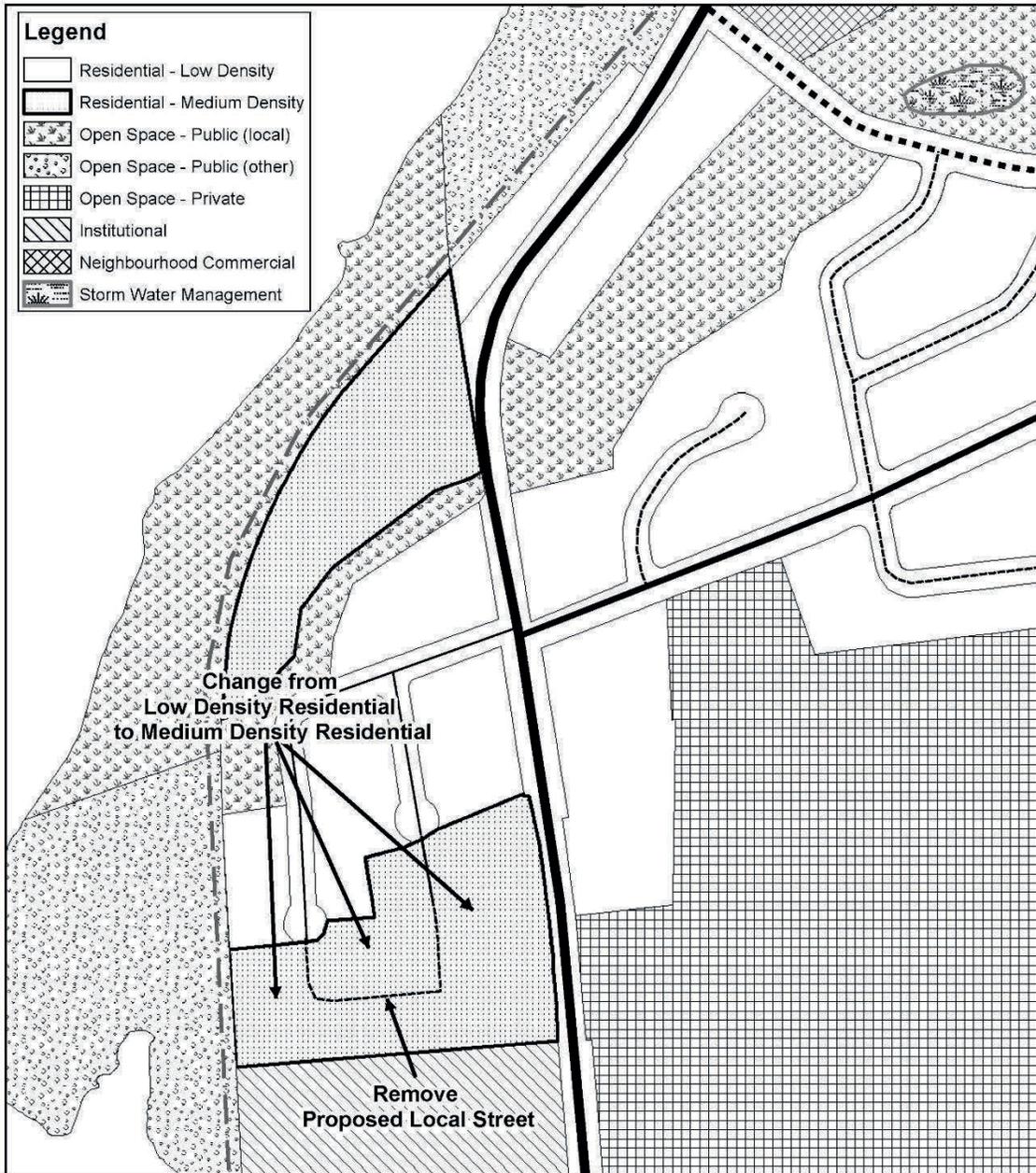


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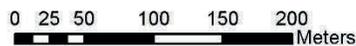
Exhibit D – Draft Official Plan Amendment, Page 3 of 3

Schedule B

Official Plan Amendment: Schedule 'N' – Auburn North Secondary Plan



City of Peterborough



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Exhibit E – Draft Zoning Amendment Page 1 of 4



The Corporation of the City of Peterborough

By-Law Number 21-[Clerk's Office will assign the number]

Being a By-law to amend the Zoning By-law for the lands known as 1045-1063 Armour Road and 941, 949 and 957 Ashdale Crescent

The Corporation of the City of Peterborough by the Council thereof hereby enacts as follows:

3. That Section 3.9 – Exceptions, be amended to add the following:

“.346 Notwithstanding the provisions of this By-law to the contrary, the following shall apply:

Regulation	Provision
Minimum Number of Dwelling Units per Building	4
Minimum Lot Width	190 m
Minimum Lot Depth	245 m
Minimum Lot Area per Dwelling Unit	207 m ²
Maximum Lot Area per Dwelling Unit	250m ²
Minimum building setback from side lot line (main building)	3 m or 1.5 m per storey, whichever is greater, from north lot lines and 1.39 m from the south lot line
Minimum building setback from rear lot line	7.6 m (to west lot line)

Exhibit E – Draft Zoning Amendment Page 2 of 4

Maximum Building Coverage	29%
Maximum Number of Storeys	2
Maximum Lot Coverage (% of lot area) by open parking, driveways, and vehicle movement areas	35%
Minimum motor vehicle parking spaces provided on site (Section 4)	2 per dwelling unit (townhomes)
Minimum Building Setback from Centreline of Armour Road (Section 6.7)	18.2 m
The areas zoned SP.346 and SP.347 shall continue to be treated as one lot for the purposes of zoning regulations despite future land division, part lot control exemption or plan of condominium.	

4. That Section 3.9 – Exceptions, be amended to add the following:

”
 “.347 Notwithstanding the provisions of this By-law to the contrary, the following shall apply:

Regulation	Provision
Minimum Number of Dwelling Units per Building	4
Minimum Lot Width	190 m
Minimum Lot Depth	245 m
Minimum Lot Area per Dwelling Unit	207 m ²
Maximum Lot Area per Dwelling Unit	250 m ²
Minimum building setback from side lot line (main building)	3 m or 1.5 m per storey, whichever is greater, from north lot lines and 1.39 m from the south lot line

Exhibit E – Draft Zoning Amendment Page 3 of 4

Minimum building setback from rear lot line	7.6 m (to west lot line)
Maximum Building Coverage	29%
Maximum Number of Storeys	3
Maximum Lot Coverage (% of lot area) by open parking, driveways, and vehicle movement areas	35%
Minimum motor vehicle parking spaces provided on site (Section 4)	2 per dwelling unit (townhomes)
Minimum Building Setback from Centreline of Armour Road (Section 6.7)	18.2 m
The areas zoned SP.346 and SP.347 shall continue to be treated as one lot for the purposes of zoning regulations despite future land division, part lot control exemption or plan of condominium.	

5. That Map 8b forming part of Schedule “A” to By-law 97-123, is amended by changing the area shown on the sketch attached hereto as Schedule ‘A’ from from R.1, 1m,2m to R4-346 H, R.1,1m,2m to R4-347 H, R.1,1g,2j,4f to R.4-346 H and R.1,1g,2j,4f to R.4-347 H.

6. That the ‘H’ Holding Symbol be removed at such time as:

Satisfactory arrangements are made for the design, construction and installation of all necessary infrastructure over City and ORCA lands, including the stormwater outlet, with the outfall channel and headwall setback outside of the wetland buffer, subject to the approval of ORCA and the City.

By-law read a first, second and third time this XXth day of October, 2021.

 Diane Therrien, Mayor

 John Kennedy, City Clerk

Exhibit E – Draft Zoning Amendment Page 4 of 4

