



City of
Peterborough

To: **Members of the Arena, Parks and Recreation Advisory Committee**

From: **Brian Buchardt, Planner, Urban Design**

Meeting Date: **June 17, 2014**

Subject: **Report APRAC14-028
Otonabee River Trail Extension/Land-Use Urban Design Study,
Maria Street Trans-Canada Trail Construction**

Purpose

A report to provide information regarding a) the Municipal Class Environmental Assessment (EA) Study for the Otonabee River Trail around Little Lake, and the Land-Use / Urban Design Study for the Special Policy Area identified in Schedule "J" of the City's Official Plan, and b) the Trans-Canada Trail Extension from the CPR Bridge to Roger's Cove Park.

Recommendation

That the Arenas Parks and Recreation Advisory Committee approve the recommendation outlined in Report APRAC14-028 dated June 17, 2014, of the Planner, Urban Design, as follows:

That Report APRAC14-028 be received for information.

Budget and Financial Implications

The Planning and Development Services Department (P&DSD) has a budget for the Otonabee River Trail Extension Municipal Class EA and the Land-Use Urban Design Study. For detailed design work, P&DSD also possesses a Capital Budget, described

as the “Otonabee River Trail – Crescent Street Phase – Del Crary Park to Little Lake Cemetery”.

With respect to Trans-Canada Trail construction from the west end of Maria Street to Roger’s Cove Park, the Utility Services Department has Capital Budget expressed as the “Various New Multi-Use Trails Capital Budget Account”.

Background

Regarding the Municipal Class Environmental Assessment (EA) Study for the Otonabee River Trail around Little Lake, and the Land-Use / Urban Design Study for the Special Policy Area identified in Schedule “J” of the City’s Official Plan:

There are two components to this project. The first aspect of the project includes a Schedule “B” Municipal Class Environmental Assessment for the extension of the Otonabee River Trail around Little Lake from the George Street Wharf in Del Crary Park to Haggart Street beside the Little Lake Cemetery. This aspect of the study takes into consideration the recommendations of the Little Lake Master Plan, which supports the extension of the Otonabee River Trail around Little Lake. The Master Plan recommends the removal of the small parking lots facing the water on Crescent Street to accommodate the trail extension, and the re-establishment of the shoreline riparian zone.

The second aspect of the project involves a Land-Use/Urban Design Study for the Special Policy Area identified in Schedule “J” of the Official Plan. Section 4.3.2.2.9 of the Official Plan recognizes the potential of properties within the Special Policy Area (see Exhibit “A”) to support a growing tourism industry through the establishment of bed and breakfast establishments, inn accommodations, cafes, tea rooms and boutique retail establishments. The Official Plan calls for the City to undertake a detailed planning analysis, to be adopted by Council, prior to the passage of any Zoning By-law amendments for properties within the Special Policy Area. The following matters are to be addressed in the detailed Planning Analysis:

- The need for certain uses and the corresponding short-term to long-term geographical limits of the opportunity.
- That Urban Design standards are proposed to ensure new development and that re-development exhibits high aesthetic qualities, is sensitive to the abutting uses, and reinforces the tourism potential of the area.
- That public infrastructure improvements are proposed, necessary to support the recommended commercialization of the Special Policy Area, including the extension of the Otonabee River Trail, lighting and off-street parking opportunities.

Combining the Land-Use / Urban Design Study with the EA for the Otonabee River Trail extension around Little Lake is driven by several inquiries by developers interested in consolidating properties for the purpose of developing higher density residential buildings on Crescent Street facing the lake.

A Public Information Centre was carried out on October 30, 2013 when the project was introduced, trail alternatives were displayed and issues related to the land-use urban design study were discussed. A second Public Information Centre was conducted on June 5, 2014, when trail and shoreline treatment alternatives were presented along with a presentation and round-table discussions conducted relating to the Land-Use Urban Design Study.

Public Feedback: June 5, 2014 Public Information Centre (PIC) Meeting

From comments expressed at the June 5th PIC meeting, City staff and the consultants gleaned that people were not adverse to the notion of changing Crescent Street into a one-way street to accommodate an on-road, two-way active transportation trail. The principle that there should be another more passive water-side trail appeared to be rational and acceptable to the participants. There was concern expressed regarding the proposed removal of parking along Crescent Street as it was noted that some people enjoy parking and viewing the water from their vehicle. However, there appeared to be more support for the removal of parking, as the open space area along Crescent Street is waterfront parkland. Parking along Crescent Street was not seen to the best use for valuable waterfront parkland.

The Planning and Development Services Department possesses a budget account for the detailed design and engineering of the Otonabee river Trail Extension around Little Lake. However, there will have to be an interim step to study the effect of converting Crescent Street into a one-way street on the traffic patterns in the general area.

A first phase of trail and shoreline improvements construction is anticipated in 2016.

Regarding the Land-Use/Urban Design component of the Study, there were people at the meeting that stated they did not want to see any land-use changes in the Special Policy Area because they “like it just the way it is”. In their presentation, the consultants essentially expressed that “no change” is not really acceptable, because the Central Area of the city is evolving – and being prime waterfront land, the Special Policy Area is an important sub-area.

The consultants and city staff believe there is some tolerance for limited change to the area. In the area from Lock Street to Haggart Street, the notion of introducing building heights of three or perhaps four storeys with limited ground floor commercial uses appeared palatable. From Romaine Street to Lake Street, there appeared to be more tolerance for greater building massing and height, especially near the intersection of Lake Street and Crescent Street.

The Trans-Canada Trail Extension from the CPR Bridge to Roger's Cove Park:

Taking advantage of an offer of funding assistance from the Trans-Canada Trail Foundation, the first phase of construction was completed last year. The first phase involved the construction of an armour stone retaining wall and trail ramp down the south side of Maria Street from a point just east of Edgewater Boulevard to a point near the CPR right-of way, just east of Burnham Street.

The segment of trail from Edgewater Boulevard to Roger's Cove is in the Maria Street road allowance. As a result, a Landscape Architect – Civil Engineering collaborative has been awarded a contract for the detailed design of the trail. The challenges associated with the trail's design include:

- The intersection of Edgewater Boulevard and Maria Street,
- Protection of trail users from vehicular traffic down Maria Street,
- The trail crossing at the CP Rail tracks,
- Existing driveway entrances down the south side of Maria Street,
- Storm water grading and drainage,
- Conflicts with existing utility poles, and
- The Mark Street and Maria Street intersection

The consultant's work includes the production of all the construction specifications and tender documents. The objective is to begin construction in early fall of this year.

Submitted by,

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Attachments:
EXHIBIT "A", Special Policy Area – Official Plan

The City of Peterborough Official Plan
- SCHEDULE J -
CENTRAL AREA LAND-USE PLAN

LEGEND

- CENTRAL AREA BOUNDARY
- COMMERCIAL CORE AREA
- WATERFRONT COMMERCIAL AREA
- INDUSTRIAL/CONVENIENCE AREA
- BUSINESS DISTRICTS
- TRANSITIONAL USES AREA
- INDUSTRIAL AREA
- OPEN SPACE AREA
- SPECIAL POLICY AREA (Section 6.1.1.1)

City of Peterborough
June 1, 2000

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