



City of
Peterborough

TO: The Members of the Planning Committee

FROM: Malcolm Hunt, Director, Planning & Development Services

MEETING DATE: February 12, 2007

SUBJECT: Report PLPD07-008
Official Plan Amendment, Draft Plan of Subdivision Approval
and Zoning By-law Amendment Application – Part of
1371 Hilliard Street and 1224 Chemong Road
Mason Homes Limited (File Z0529SB)

PURPOSE

A report to evaluate the planning merits of the Official Plan Amendment, Draft Plan of Subdivision and Zoning By-law Amendment applications for part of the property at 1371 Hilliard Street and 1224 Chemong Road, (Mason Homes Limited).

RECOMMENDATIONS

That Council approve the recommendations outlined in Report PLPD07-008 dated February 12, 2007, of the Director of Planning and Development Services, subject to the adoption of the Interim Policy – Subdivision Planning and Design Standards as presented in Report PLPD07-007, as follows:

- a) That Schedule 'A' – Land Use of the Official Plan be amended in accordance with Exhibit 'E' of Report PLPD07-008.
- b) That Draft Plan of Subdivision Approval for Plan 15T-05504, attached to Report PLPD07-008 as Schedule 1 dated February 8, 2007, be granted, as amended, subject to the Conditions of Draft Plan Approval attached to Report PLPD07-008 as Schedule 2.

- c) That Zoning By-law 1997-123 be amended by adding Special Districts 328, 329, 330, 331, 332, 333 and 334 in accordance with Exhibit 'F' of Report PLPD07-008.

- d) That the subject property be rezoned from A.2 – Agriculture District to SP 328-“H”; SP.328, 10b – “H”; SP.329-“H”, SP.330-“H”, SP.331-“H”, SP.332-“H”, SP.333-“H”, SP.334-“H” – Residential Districts and OS.1 and OS.3 – Open Space Districts, in accordance with the Draft Plan of Subdivision.

BUDGET AND FINANCIAL IMPLICATIONS

There are no direct budget and financial implications for the City as it relates to the granting of Draft Plan Approval for Phase I. Development charges will generate approximately \$1.1 million.

OTHER PERTINENT CONSIDERATIONS

The 'H' – Holding Symbol will be removed upon the registration of the plan at the Land Registry Office. Following Draft Plan Approval staff will commence formal negotiations with Mason Homes for the acquisition of the Milroy Park expansion lands.

The implementation of the draft plan of subdivision requires the development of several new zoning districts. Draft by-laws are included in this report to capture the key elements of the regulatory framework. It may be necessary to delay the passage of the Zoning By-laws by one cycle of Council in order to ensure the zoning districts meet the expectations of all parties.

BACKGROUND

The subject lands are approximately 8 hectares (20 acres) in area and form part of a larger land holding owned by Mason Homes. Mason Homes owns an additional 55 hectares (137 acres) between Chemong Road and Hilliard Street which form part of the Chemong Planning Area.

The subject lands were included in the Chemong Planning Area Functional Planning Study which was commissioned by the City. The purpose of that study was to review the major planning issues and ascertain the guiding principles and general planning framework for long-term development of the study area. This study was completed and

presented to Council in May 2006. The subject lands are also located within the Bear's Creek subwatershed for which a subwatershed study is being completed as part of the Flood Reduction Master Plan. Public Information Centres have been held and a final report is expected in the next 2 to 3 months.

On June 19, 2006, a first phase of subdivision development on the Mason Homes lands was approved by the City's Planning Committee. The Draft Plan proposed a subdivision consisting of 171 single detached lots, several blocks accommodating 54 row housing units and a storm water management block. Access was to be provided from Milroy Drive and County Road 19, and an emergency access to Franklin Drive.

The Plan approved by Planning Committee was in keeping with conventional subdivision design standards – standard City road allowances and housing forms. Since the June Planning Committee approval, the developer has been rethinking the product that they want to deliver in the Chemong Planning Area and have now submitted a revised first phase with more “traditional” subdivision design features. Reduced road allowances, reduced building setbacks and flexible zoning standards are methods that advocates of “new urbanism” and “smart growth” claim create better community living environments.

Since the decision was made by the developer to concentrate on a more “traditional” subdivision development, the developer and consulting team have been working with various City departments and agencies to develop revised standards that are acceptable to all. The result of this effort has been the development of an Interim Policy on Subdivision Planning and Design Standards more fully described in Report PLPD07-007. There has been a significant amount of work undertaken to evaluate reduced road allowances and engineering standards. While there remain some detailed design issues related to utility locations within a reduced road allowance which will be finalized prior to Final Approval and registration of the Plan, the Utility Services Department and Peterborough Utilities Services staff have reached a general agreement on the acceptability of accepting a two-lane 16.5 metre right of way on a trial basis.

The most notable changes to the proposed Phase I is the location. In keeping with the proposed “Interim Policy – Subdivision Planning and Design Standards”, it was determined that the subdivision phase to be considered should be isolated enough so not to prejudice adjoining lands which will be the subject of future development. The Phase 1 was therefore relocated to the southeast corner of the property where an isolated phase with one public road connection to Franklin Drive would be accommodated with no future road connection to the larger land holdings. This location would satisfy the objective of the “Interim Policy” by not having any impact to future phases to the northwest.

A phase in this location also will not prejudice any objectives of the Chemong Functional Planning Study and the Chemong Secondary Plan as the proposed phase does not impact the future collector road system for the Planning Area.

ANALYSIS

a) Provincial Policy Statement

On March 1, 2005, the new Provincial Policy Statement (PPS) came into effect. The PPS provides policy direction on matters of provincial interest related to land use planning and development. The PPS provides for efficient, cost effective development and land use patterns, protection of resources and public health and safety.

In the Province released the “Growth Plan” for the Greater Golden Horseshoe Area”, a companion document to the PPS. The Growth Plan identifies the City as an “Urban Growth Centre”. These centres are the primary areas for growth of population and employment.

The proposed development provides residential densities that efficiently use land, infrastructure and public service facilities and avoid unnecessary expansion of infrastructure. While the density of Phase I is somewhat lower than the required 50 persons per hectare established in the Growth Plan (approximately 32 persons per hectare), the Chemong Planning Study anticipates densities for the area as a whole, complying with the Growth Plan.

The proposal also has regard for the housing policies of the PPS through the provision of a range of housing types and densities that will contribute to the 10 year supply of land designated and available for new residential development in accordance with Policy 1.2.1. The provisions of various forms and densities of development, as proposed, should provide opportunities for more affordable units.

In accordance with Section 1.3.1.1, the proposal will be on full municipal sewage and water services, the preferred form of servicing for urban areas, and in keeping with the provisions of Section 2.3, Natural Heritage features and areas will be protected from incompatible development and set aside as open space or recreational areas.

The subject applications for Phase 1 comply with the policies of the PPS and Growth Plan and it is anticipated that the Chemong Secondary Plan will strengthen this compliance, particularly as it relates to total densities in this Planning Area.

b) Official Plan

The lands which are the subject of Phase 1 are designated “Urban Fringe Control Area”, which is the designation applied to the lands while in Smith-Ennismore-Lakefield Township. The Urban Fringe Control Area designation permits essentially the same uses as the Rural designation, except those uses that may hinder the future urban growth of the City. The Urban Fringe Control Area designation recognizes the future growth of the City. It is the City’s intention to eventually process a comprehensive Official Plan Amendment for the Chemong Planning Area, through the adoption of the Chemong Secondary Land Use, however, a site specific amendment to the Official Plan is required to permit the proposed Phase 1 to proceed.

Therefore, to implement the proposed Draft Plan of Subdivision, the Official Plan is required to be amended by changing the designation from “Urban Fringe Control Area” to “Residential”. It is further recommended that the lands associated with Bear’s Creek and the wood lot located north of the draft plan be amended to “Major Open Space”.

c) Draft Plan of Subdivision

The Draft Plan proposes the creation of approximately 105 single detached, semi-detached and row housing lots, a small urban open space block, three blocks for walkway and emergency access purposes, and a storm water management block. Access for this development phase of the proposed subdivision will be from Franklin Drive with an emergency access/walkway block to the future development lands to the northwest. The phase approved by Planning Committee in June 2006 proposed access from Milroy Drive and County Road 19 with an emergency access/walkway to Franklin Drive. The current plan proposes a more isolated development with a public road access to Franklin Drive. Future development on the balance of the Mason lands will be connected to the subject phase by way of an emergency access/walkway block only, not a public street.

A public street connection for all of the Mason lands was originally considered in this location however, due to the volume of traffic generated by full development combined with the configuration of Franklin Drive and Neptune Street, the traffic consultants recommended not proceeding with this connection for the entire development. This recommendation was supported by City Staff in consideration of the Plan brought forward in June 2006. When the first phase was relocated to the south east corner of the property, it was determined that the first phase could have a direct connection to Franklin Drive to serve the 105 lots. Staff and the traffic consultant continue to agree that this new connection to Franklin Drive will not be connected to future development on the Mason lands.

The proposed Phase I contemplates a road allowance width of 16.5 metres which is a reduction of 3.5 metres from the City's standard 20 metre road allowance. There has been a significant amount of discussion between the City, utility companies and developer and staff and it has been determined that while there are some design details that must be determined, the reduction of the standard road allowance from 20 metres to 16.5 metres is acceptable on a trial basis. The design details must be satisfied prior to Final Approval and registration of the Plan of Subdivision.

Phase I also proposes a rear laneway which is a design feature supportive of compact development and an improved streetscape. Placing garages and parking spaces to the rear of the lot removes automobiles from the streetscape and provides the opportunity to move houses and living spaces close to the road and sidewalk, creating a more aesthetically pleasing and pedestrian oriented feel. Rear laneways are perhaps the most controversial design feature in new community planning design, particularly as they affect winter operations and maintenance.

As part of the Draft Plan of Subdivision Approval process, the City comprises a list of Conditions of Draft Plan Approval, based on comments from Agency Circulation, which outlines work that must be completed by the developer to the satisfaction of the commenting agencies. This work must be completed and cleared by the respective agencies before Final Approval can be granted. Final Approval allows the subdivision to be registered and lots to be sold.

i) Drainage

Otonabee Conservation and the Utility Services Department require that a detailed Storm Water Management Report, including erosion and sedimentation control and the completion of the necessary work be Conditions of Draft Plan Approval.

As part of the Chemong Functional Planning Study, a storm water management review was undertaken to identify drainage areas and volume requirements, which would provide the necessary information to determine the appropriate locations and land areas for storm water facilities. The subject application for Draft Plan Approval on all of the Mason lands was accompanied by additional storm water management information confirming the location and approximate size of Block 6 for accommodating storm water flows from the proposed Draft Plan as well as the balance of the Chemong lands in this drainage area, when they develop.

The subject lands are part of the Bear's Creek Subwatershed for which a Subwatershed Study has been initiated by the City in accordance with the recommendations of the Flood Reduction Master Plan. The storm water

management review provided by the applicant to date anticipates potential conclusions and recommendations of the Subwatershed Study, which may include the requirement of over controlling storm water runoff at this facility.

The Conditions of Draft Plan Approval require the completion of a detailed Storm Water Management Report. The Report will also identify detailed design requirements, involving landscaping requirements to ensure that the pond is “naturalized” and appropriate water quality controls are in place. The Conditions of Draft Plan Approval make reference to the fact that any modifications to the storm water management facility which may be required by the Bear’s Creek Subwatershed Study, will be accommodated by the developer. If additional volume is required to restrict flows from the pond, the developer will be required to modify the Draft Plan by expanding the sale of Block 6.

ii) Servicing

The Chemong Functional Planning Study included a municipal servicing component in an attempt to identify servicing constraints at an early stage. The report indicated that there are no constraints for providing water service and other utility services. The report did identify sewage capacity limitations in the downstream sewer system, and the improvements that are necessary to accommodate development in the Chemong Planning Area.

The preferred route, to accommodate sanitary flow from the Chemong Planning Area, is to drain to the southeast corner of the site and connect to the existing infrastructure at The Parkway (west of Hilliard Street).

The system that flows southwest along the Parkway corridor is known as the Northern Trunk Sewer. This flows into the *Bethune Trunk Sewer* system further downstream near McDonnell and Bethune. The Municipal Servicing Report for the Chemong Functional Planning Study describes, in detail, one base concept plus five (5) options for downstream upgrades to be considered for additional servicing capacity along this route. This additional capacity is required to provide pipe allocation for the existing sanitary drainage area plus development of the Carnegie and Edmison Heights (east) lands and the Chemong (westerly portion) planning area.

The minimum upgrades are summarized below:

Sanitary Oversizing and Downstream Upgrade Summary

Location	From	To	Existing Pipe	Proposed Pipe
Chemong (west)		Hilliard St		
Chemong (east)		Hilliard St		450
Hilliard St	SE corner of CPA	The Parkway	225	525
Bethune St	McDonnel St	Charlotte St	750	825
Bethune St	Charlotte St	Aylmer St	750	825
Aylmer St	Dalhousie St	Perry St	900	975

Phasing of the upgrade work should be considered to match upstream development. The servicing corridors required to support growth in the Chemong Planning Area have largely dictated the location of the first phase of development. Any upgrades required to support the development of the Plan of Subdivision will be born by the developer as a condition of approval where such upgrades are not already contemplated in the City's Development Charge.

iii) Parkland Dedication

As part of the Chemong Functional Planning Study, a review of the open space system in the Planning Area was undertaken. In addition to preserving the environmentally sensitive lands associated with Bear's Creek, it was determined that it should be a City objective to secure land for a significant expansion to Milroy Park where two soccer fields and a baseball diamond presently exist. The Chemong Planning Study illustrates a 9 hectare (22 acre) expansion to Milroy Park, which could accommodate three (3) to four (4) soccer fields, a club house and parking. This would provide the City with a "regional" soccer facility, similar to Beavermead and Eastgate Parks. This position has been expressed and approved by the Board of Parks and Recreation, and is included in the City's 2007 Capital Budget. The re-designed Phase I protects for this major City initiative.

An important design feature of "new urbanism" or "traditional" community design is the incorporation of smaller open space areas internal to the subdivision. The intent of this small open space is to provide close to home, informal recreation space and community gathering spaces for area residents. The first phase proposes such a space and it is recommended that in keeping with the "Interim Policy", this property would not be counted towards, the 5 per cent parkland dedication.

In 2000, the City approved Official Plan Amendment No. 112, which amended the City Parks and Open Space Policies. A key policy direction of the new policies related to the provision of parkland. The policies require the consolidation of parkland and to provide for a continuous linked system of open space using linear open space to connect larger blocks of parkland. While Block 5, shown on the proposed plan, satisfies the Official Plan policy of a linear open space connecting larger parkland blocks, Block 11 does not and, therefore, Block 11 cannot be considered part of the parkland dedication. This block would be considered in addition to the required 5 percent. The 5 percent parkland dedication requirement for Phase 1 is 0.4 hectares. Block 5 is approximately 0.3 hectares in area and the additional 0.1 hectare dedication will be secured during negotiations to implement the overall parkland objectives of the City for all of the Mason lands, including the Milroy Park expansion and Bear's Creek corridor.

iv. Transportation

In consideration of subdivision development on the Mason Homes lands, several traffic impact studies have been prepared.

Full site development was assessed in an initial traffic report completed in December 2005. The Subject Phase 1 plan with 105 residential units will connect to Franklin Drive at Neptune Street just west of Hilliard Street. Beyond 2011, as the future lands develop, it is expected that there will be a pedestrian/emergency vehicle link constructed to connect Phase 1 with future phases. Over the last two years three traffic study reports have been completed for overall Mason Homes development in the Planning Area. The conclusions and recommendations of the original traffic study for full site development (December 2005) remain valid. Two additional traffic studies were completed for the initial Phase I (June 2006) containing 225 units.

The revised plan for the proposed Franklin Phase 1 will alter the site traffic patterns at the Franklin/Hilliard intersection from those assumed in the December, 2005 traffic study. In the initial study there was no Franklin Drive connection to the Mason Homes development. With the Franklin access point, the pattern of site traffic that will travel through the Franklin Dr./Hilliard Street intersection will be different than the pattern assumed in the initial studies. In addition, site traffic traveling to the west and south toward the Chemong Road corridor will now travel along Neptune Street to access the Towerhill Road corridor.

The revised Traffic Study states that there will continue to be sufficient gaps in the Hilliard Street traffic stream to accept traffic from Franklin Drive including new

traffic from the study site. There will be residual capacity for future growth in traffic beyond the 2011 planning horizon.

The study reports that Phase 1 site traffic on Neptune Street will amount to about 42 vehicles per hour (vph) during the PM peak hour or an average of one vehicle every 1.4 minutes. This level of traffic should have little impact on the R. F. Downey elementary school since the normal background traffic PM peak hour period (4:30 to 5:30 pm) will occur when most of the school traffic will have exited the immediate study area.

A 2011 PM peak hour capacity analysis was also completed for the Neptune/Towerhill intersection. This intersection is forecast to operate at a good level of service. There will be considerable residual capacity at this intersection for future growth in traffic beyond the 2011 planning horizon.

Based on these initial traffic analyses, the Traffic Report concludes that the proposed Mason Homes Limited Franklin Phase 1 development is forecast to have an acceptable level of traffic impact on adjacent streets and intersections. There will be residual capacity in these roads and intersections for additional growth in traffic beyond the 2011 planning horizon used in the study analyses.

d) **Zoning By-law**

The subject lands associated with Phase I is zoned A.2 – Rural (Smith-Ennismore-Lakefield) that still applies for some of the lands annexed from the Township in 1998.

The applicant is requesting the creation of new zoning districts to permit smaller single detached semi-detached and row-housing lots.

The proposed Draft Plan illustrates “Blocks” where different “types” of housing units are to be located. The table below presents the “types” of units that the applicant proposed to be located in each of the “Blocks”. The attached Zoning Regulations Table presents the regulations pertaining to each proposed unit type.

BLOCKS	UNIT TYPE (see attached regulations)
1, 12	A, B
13, 14	F, G, H, I
3, 4, 7, 8, 10	B, C, D, E

**PROPOSED ZONING REGULATIONS
 BY APPLICANT**

FRONT LOADED LOTS – NO REAR LANE – BLOCKS 1, 3, 4, 7, 8, 10, 12					
UNIT TYPE	BUILDING FORM	MINIMUM LOT AREA	MINIMUM LOT WIDTH	MINIMUM LOT DEPTH	BUILDING COVERAGE
A	Single Detached	375 sq m	15m (50 ft)	25m (82 ft)	50%
B	Single Detached	340 sq m	13.7m (45 ft)	25m (82 ft)	50%
C	Single Detached	227 sq m	9.1m (30 ft)	25m (82 ft)	55%
D	Semi-Detached	182 sq m	7.3m (24 ft)	25m (82 ft)	60%
E	Townhouse	150 m sq	6.0m (20 ft)	25m (82 ft)	65%

BUILDING SETBACKS:

The developer is proposing a number of reductions to the building setbacks from lot lines as follows:

***Front Lot Line:**

- i) To garage - 6m
- i) To dwelling - 3m
- ii) To steps or porch - 1.5m or 0.5m

***Rear Lot Line:**

- i) To dwelling – 6m
- ii) To garage or accessory building 0.5m;

Note: Rear lot line setback for lots backing onto existing residential lots will not be reduced from standard 7.5 metre setback.

***Side Lot Line:**

- i) Types A, B and C lots – 0.3m one side, 2.1m other side;
- ii) Types D and E Lots – 0m one side, 1.2m other side;
- iii) Corner Lots – 3 metres.

**PROPOSED ZONING REGULATIONS
 BY APPLICANT**

REAR LANE LOTS –BLOCKS 13, 14					
UNIT TYPE	BUILDING FORM	MINIMUM LOT AREA	MINIMUM LOT WIDTH	MINIMUM LOT DEPTH	BUILDING COVERAGE
F	Single Detached	227sq m	7.6m (25 ft)	30m (100 ft)	60%
G	Semi-Detached	219 sq m	7.3m (24 ft)	30m (100 ft)	60%
H	Town Houses	237 sq m	7.9m (26 ft)	30m (100 ft)	65%
I	Town Houses	180 sq m	6.0m (20 ft)	30m (100 ft)	65%

BUILDING SETBACKS:

***Front Lot Lines:**

- i) To Garage – 6m
- ii) To Dwelling – 3m
- iii) To Steps or Porch- 1.5m or 0.5m

*** Rear Lot Lines:**

- i) To Dwelling – 0.3m
- ii) To Garage or Accessory Building – 0.5m

Staff are recommending the creation of new Special Districts to implement the proposed lot configurations and building setbacks. The proposed Special Districts implement single detached, semi-detached and townhouse lots with varying lot frontages and lot areas. Building setbacks to the street line, rear lot line and side lot lines are reduced from the conventional standard, however, a 6 metre setback for a garage or carport has been maintained to account for parking, in accordance with the Zoning By-law.

RESPONSES TO NOTICE

a) Agency Responses

The following summary of agency responses includes comments from the previous Phase which remain relevant and new comments based on the new Phase I.

- Otonabee Conservation and Utility Services Department must review and approve a detailed Storm Water Management Report, including erosion and sedimentation controls and a detailed landscaping plan for the permanent facility.

During the review of the previous Phase 1, there were some concerns expressed that the development was premature until the Bear's Creek Subwatershed Study was completed. Several meetings were held with Utility Services staff and the developer's engineers and it has been determined that the preliminary engineering work, timing of site work, and Conditions of Draft Plan Approval provide the necessary safeguards to address any recommendations which come out of this Subwatershed Study.

The stormwater management block has been sized to accommodate the over control of stormwater from the development and the Conditions of Draft Plan Approval require the developer to accommodate any necessary changes that may be required resulting from the Bear's Creek Subwatershed Study. Condition No. 9 specifically requires the Developer to address any modifications to the Draft Plan which may result from the Subwatershed Study.

- Otonabee Conservation requested confirmation of certain design details including:
 - Elevation data for floodplain mapping;
 - The boundary of Block 9;
 - Adequate outlet and right of discharge for stormwater from the pond;
 - Confirmation of the pond size to satisfy an enhanced level of protection for water quality;
 - Confirmation of pond quantities to satisfy return period and flow targets.

- Otonabee Conservation further recommends that a hydrogeological study be completed prior to the granting of Draft Plan Approval. The City has never required this detailed information prior to Draft Plan Approval. It has always been a condition of Draft Plan Approval and is included as condition number 19.

- Utility Services Department requirements for the revised Phase 1 also include:
 - off-site sanitary sewer improvements are required;
 - ORCA approval is required;
 - Hydro One approval is required;
 - Need for an overall plan to address sidewalk locations;
 - Need for an overall landscape and planting plan to insure street trees can be provided and maintained with the reduced road allowance;
 - Certain design details of the laneway if it is to be publicly owned; and
 - Certain design details related to the road allowances.

Some of these requirements will be facilitated through the approval of Phase 1, while others will be requirements of future phases.

- Bell Canada, Cogeco Cable Solutions and Canada Post require the owner to make satisfactory arrangements for the provision of telecommunications and mail delivery services;

- Peterborough Utilities Services Inc. requires additional details regarding utility locations within the road allowance.

- Hydro One Networks Inc. must review and approve a lot grading and drainage report. Further, the owner will have to make satisfactory arrangements for the crossing of the hydro property by the collector street extension for County Road 19.

b) Public Responses

Notice of Public Meeting was mailed to property owners within 120 metres of the entire Mason Homes property, as well as property owners on Towerhill Road, on January 15, 2007, and published in the January 15, 2007 Peterborough Examiner.

A Public Information Meeting was first held on May 16, 2006 at R.F. Downey Public School to review the original Phase I application with the public and address neighbourhood issues. On November 16, 2006, a follow up Public Information meeting was held at Adam Scott Secondary School to present the revised first phase. While the majority of the owners concerns were related to the road connection from Phase 1 to Franklin Drive, other concerns regarding storm drainage, maintenance of the rear lane and the alignment of the Franklin Drive intersection were also expressed. In attendance were City Staff, the Northcrest Ward Councillors, Planning Committee Chairman, and representatives of Mason Homes. The main concerns expressed were related to the street connection to Franklin Drive and storm water runoff.

Since the issuance of Notice of Public Meeting, several phone calls and emails have been received by Staff. The most significant concern expressed is increased traffic on the area roads because of the Franklin Drive connection. Increased storm water runoff and site grading are concerns that have been expressed by two property owners along Hilliard Street, abutting Phase 1 to the east.

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:

- The Plan of Subdivision will provide a much needed residential land base for the City. An adequate supply of residential land is necessary to ensure a competitive and affordable housing market, which was the major principle behind the City's annexation negotiations with the Township of Smith-Ennismore-Lakefield.

- The Phase I Draft Plan respects the detailed information compiled through the Secondary Plan process related to servicing, storm water management, and vehicular and pedestrian traffic and does not compromise the City objectives related to parkland acquisition in the area. The Conditions of Draft Plan Approval further respect the status of the ongoing Bear’s Creek Subwatershed Study.
- All of the matters, which must be considered, according to Section 51(24) of the Planning Act, have been addressed or will be addressed, through the conditions of Draft Plan of Subdivision Approval.
- The Conditions of Draft Plan Approval will ensure that all of the concerns of the commenting agencies will be addressed and work completed prior to Final Approval.

All of which is respectfully submitted,

Prepared by:

Malcolm Hunt, Director,
Planning and Development Services

Ken Hetherington,
Acting Manager of Planning

Attachments: Schedule 1 - Draft Plan of Subdivision
 Schedule 2 - Conditions of Draft Plan of Approval
 Appendix 1 - Traffic Report – Franklin Phase 1
 Exhibit A - Notice of Public Meeting
 Exhibit B - Land Use Map
 Exhibit C - Draft Plan of Subdivision
 Exhibit D - June 2006 Draft Plan of Subdivision
 Exhibit E - Draft Official Plan Amendment
 Exhibit F - Draft Zoning By-law Amendment

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