



Report

Subject: Transmetro and Aldenhill Subdivision Applications, Public Meeting Information Report, OPZ 1-18 & S 1-18 and OPZ 2-18 & S 2-18

Department: Infrastructure Services

Division: Planning

Report #: INS-2020-007

Meeting Date: 2020-11-30

Recommendations

That report INS-2020-007, Transmetro and Aldenhill Subdivision Applications, Public Meeting Information Report, OPZ 1-18 & S 1-18 and OPZ 2-18 & S 2-18 be received as information at the Public Meeting on November 30, 2020.

Background and Analysis

Purpose of a Public Meeting

The Town is required to hold public meetings for certain planning applications filed under the Planning Act. Public meetings provide an opportunity for applicants to present their applications to the public and Council, to receive comments, and answer questions that the public and members of Council may have about the proposed development or land use change.

Staff and Council do not make a recommendation, decision or take a position on the applications at a Public Meeting. Upon receipt of any comments following the public meeting and the response by the applicant to these comments, a future staff report with additional detail and analysis will be brought forward to Council for consideration.

Existing Site Context

Applications for two (2) draft plans of subdivision, Official Plan amendments and Zoning By-law amendments were received from Hughes Management on behalf of landowners (Transmetro Properties Limited, Edgewood Valley Developments Limited and Aldenhill Developments Limited) for a series of properties generally located west of Blind Line and north of the future connection segment of Hansen Boulevard, within the northwest quadrant of the Town.

The subject lands are currently vacant and consist of fallow fields, with a wetland complex and northern branch of the Lower Monora Creek located within the northeastern corner of the subject lands. Surrounding land uses consist of detached residential dwellings to the northeast (Eastview Crescent) and south (Aitken Crescent and Mason Street). To the east, opposite Blind Line, surrounding uses include detached residential dwellings, St. Benedict Elementary School, open space conservation areas and a County paramedic services facility near the intersection of Hansen Boulevard and Blind Line. Lands to the west are vacant and designated predominantly for Low Density Residential uses, as well as Employment Area and Open Space Conservation in the Town's Official Plan.

Development Proposal

The two subdivision applications, together with Official Plan amendment and Zoning By-law amendment applications were received as complete submissions in August 2018.

1. "Aldenhill Subdivision" (File No's OPZ 2-18 and S 2-18)

The first of the two plans of subdivisions is referred-to as the "Aldenhill Subdivision". This proposed plan is located nearest to the Hansen Boulevard and Blind Line intersection and consist of a total lot area of 14.28 hectares (35.29 acres). The proposed Aldenhill plan of subdivision consists of the following:

- 90 detached dwelling lots (with frontages between 12.2 metres to 13.7 metres);
- A 1.946 hectare low-density multiple residential dwelling block, which is anticipated to contain 70 townhouse dwellings;
- A 1.851 hectare medium-density multiple residential dwelling block anticipated to contain a maximum of 183 dwelling units, which may be in the form of stacked townhouses, low-rise apartments or other medium-density housing product;
- A 0.305 hectare neighbourhood commercial block; and
- A 2.877 hectare open space conservation block, which will include portions of the northern branch of the Lower Monora Creek and associated natural feature areas.

A location map of the lands subject to the Aldenhill Subdivision plan is included as Attachment No. 1 and the latest iteration of the proposed plan of subdivision is included as Attachment No. 2.

To facilitate this proposed Aldenhill subdivision, the related **Official Plan Amendment** application proposes the following amendments:

- Revise the current Low Density Residential and Open Space Conservation designation boundaries on Schedule "A" (Land Use Plan) to match the development limits proposed by the plan of subdivision.

- Shift the existing Neighbourhood Commercial designation area on Schedule “A” (Land Use Plan), currently located at the northwest corner of Hansen Boulevard and Blind Line, to a more central location within the proposed subdivision.
- Re-designate the proposed low-density multiple and medium-density residential blocks from Low Density Residential on Schedule “C” (Residential Density Plan) to Low Density Multiple Residential and Medium Density Residential to permit the proposed residential unit formats.

Consistent with the Official Plan amendment, the **Zoning By-law amendment** application proposes to rezone the subject lands from the current “Development (D)” zone to:

- Residential Fourth Density (R4) zone with special provisions (SP 24.169 and 24.170) to reflect the proposed detached dwelling lots;
- Residential Fifth Density (R5) and Residential Medium Density (RM1) zones to reflect the proposed low-density multiple residential and medium-density residential blocks;
- Neighbourhood Commercial (C2) zone to reflect the proposed commercial block;
- Open Space Conservation (OS2) to reflect the updated development limits that will be confirmed through the application submission review process; and
- A Holding (H) symbol applied to the proposed residential and commercial zone areas, which would require satisfactory servicing allocation confirmation before development proceeds.

2. “Transmetro Subdivision” (File No’s: OPZ 1-18 and S 1-18)

The second of the two plans of subdivision is referred-to as the “Transmetro Subdivision”. These lands abut the western limits of the proposed Aldenhill Subdivision plan described above. The total site area for this plan is 20.63 hectares (50.98 acres).

The Transmetro Subdivision proposes a draft plan layout that integrates with the abutting Aldenhill Subdivision and consists of the following:

- 62 detached residential lots;
- Open Space Conservation blocks with a combined area of 11.63 hectares;
- A 2.82 hectare block for a future public school;
- Future development use blocks with a combined lot area of 1.05 hectares situated at the western boundary of the proposed plan. These blocks are identified as future development uses because they are situated on part of a broader area designated Employment Area in the Town’s Official Plan.

A location map of the lands subject to the Transmetro Subdivision plan is included as Attachment No. 3 and the latest iteration of the proposed plan of subdivision is included as Attachment No. 4.

To permit the proposed Transmetro subdivision, the corresponding **Official Plan amendment** application proposes the following amendments:

- Revise the current Low Density Residential and Open Space Conservation designation boundaries on Schedule “A” (Land Use Plan) to match the development limits proposed by the plan of subdivision; and
- Re-designate the proposed future public school block from Low Density Residential to Institutional on Schedule “A” (Land Use Plan).

The **Zoning By-law amendment** application proposes to rezone the subject lands from the current “Development (D)” zone to Residential Fourth Density (R4) with special provisions (SP 24.170), Institutional (I) and Open Space Conservation (OS2) zones. The residential and institutional zone areas would be subject to a Holding (H) symbol, which would require satisfactory servicing allocation confirmation before development proceeds.

3. Related Application: “Edgewood Valley Phase 2B” (File No’s: Z 3-07 and S 1-07)

For lands located to the south of the Aldenhill and Transmetro Subdivision lands, opposite to the Hansen Boulevard extension, applications for a draft plan of subdivision and Zoning By-law amendment were previously submitted in 2007 by Hughes Management on behalf of Edgewood Valley Developments Limited (the “Edgewood Valley Phase 2B”, or “EV2B” plan), which also shares an ownership interest in the Aldenhill Subdivision lands. The EV2B plan proposes to create 51 detached residential dwelling lots, 17 street townhomes and a multiple residential dwelling block containing a maximum of 72 units. A stormwater management facility block is proposed at the northwest corner of Hansen Boulevard and Blind Line, which will serve to expand the existing stormwater management facility at this location. This block would provide stormwater management not only for the EV2B plan, but also for the Aldenhill and Transmetro Subdivision plans.

This plan is referred-to as the “Edgewood Valley Phase 2B” subdivision because it consists of a second phase extension of the abutting residential lands to the east (i.e. Aiken Crescent, Mason Street and Meyer Drive), which were developed through an initial phase 2A approved in 2011.

Since the initial filing of the EV2B plan applications in 2007, the proposed subdivision plan has remained relatively unchanged. Public meetings were held for this development proposal in 2010 and in 2014. Processing of this subdivision application was halted because additional information was needed regarding future development lands to the northwest (now occupied by the Aldenhill and Transmetro Subdivisions). This future development area northwest of the EV2B plan needed to be determined because its servicing and stormwater management infrastructure would transfer into the EV2B plan. Therefore, the EV2B plan would need to be appropriately designed to accommodate this external future development. With this future development framework

now confirmed through the submission of the Aldenhill and Transmetro subdivision submissions in 2018, the review of the EV2B plan has resumed.

Attachment No. 5 includes an overall plan showing the integration of all three (3) subdivision plans as described above. The following table presents the cumulative development concept statistics for the three (3) subdivision proposals combined:

Use	Aldenhill	Transmetro	Edgewood Valley Phase 2B	Total
Detached dwellings	90	62	51	209
Townhomes	70	-	17	87
Medium Density Multiple	183*	-	72*	255*
Open Space Conservation	2.90 ha	9.22 ha	1.89 ha	
Neighbourhood Commercial	0.30 ha	-	-	
School	-	2.82 ha	-	
Future Development	-	1.00 ha	-	
Stormwater Management	-	-	1.42 ha	
Total Units	349*	62	140*	551*

(*) where the number of units is based on a projected maximum calculated based on the maximum permitted density for the block area proposed.

Hansen Boulevard Connection

Hansen Boulevard is a Major Collector Road identified in the Town's Official Plan, which is planned to span continuously east to west across the northern part of the Town's urban area, connecting First Street near Highway 10 at the east, to Veteran's Way (County Road 16) to the west. The western stretch of this road (i.e. between Veteran's Way and Blind Line) has most recently been completed as the different landholdings upon which this corridor is situated have advanced through subdivision application approvals. The last remaining segment to be completed to form a continuous stretch of Hansen Boulevard includes lands within the EV2B subdivision as well as a segment within the adjacent Aldenhill subdivision. The portion of the Hansen Boulevard corridor within the Aldenhill subdivision includes a watercourse crossing over Monora Creek, which is to be constructed by the Town as a capital infrastructure project funded by Development Charges. The remainder of the Hansen Boulevard segment is to be completed through the advancement of the EV2B subdivision.

The Town has coordinated its tendering for completing the design and construction of the Monora Creek crossing, so its timing aligns with the progression of the EV2B

subdivision applications. This is to ensure that the creek crossing project does not delay the ultimate connection of Hansen Boulevard and avoids a piecemeal approach that would involve an additional road segment being constructed only to sit unutilized while awaiting last remaining piece to be completed.

As noted previously, the submissions of the Aldenhill and Transmetro subdivisions has enabled the review of the EV2B subdivision to proceed (now that the developments contributing to the EV2B plan infrastructure are known). The applicant continues to work with Town and CVC staff to address technical comments in review of the supporting submission reports for the EV2B plan. It is anticipated that staff will be in a position to bring forward a recommendation report to Council for this application later this year, or early in 2021, pending the resolution of the remaining technical items to the satisfaction of Town and CVC staff.

Analysis

County of Dufferin Official Plan

The lands subject to the Aldenhill and Transmetro Subdivision plans are designated in a 'greenfield' area within the 'Urban Settlement Area' on Schedule 'B1' in the County of Dufferin Official Plan (County OP).

The County OP identifies urban settlement areas as focal points for growth, which are intended to accommodate a broad range of uses. These areas have full municipal services (i.e. sewage, water and stormwater management) and support a broad range of land uses and densities, including a mix of housing types, affordable housing options and alternative housing forms for special needs groups. Urban settlement areas are to be designed to support walkable communities with opportunities for public transit use.

County OP policies encourage new development within greenfield areas to achieve a minimum density target (i.e. 46 residents and jobs combined per hectare) and to develop comprehensively, either through a phased approach or through a secondary plan process.

The proposed development will be required to demonstrate conformity to the objectives and policies of the County OP as part of the overall review of these applications.

Town of Orangeville Official Plan

Schedule 'A' (Land Use Plan) to the Town of Orangeville Official Plan ("Orangeville OP") designates the subject lands as 'Residential' and 'Open Space Conservation'. The lands are also designated as 'Residential Low Density' (Schedule 'C': Residential Density Plan) and are located within the designated 'Greenfield Area' (Schedule 'B1': Built Boundary).

The northwest portion of the Transmetro Subdivision plan is designated 'Employment Area' (Schedule 'A'), which forms part of the broader Employment Area designation applied to the northwesternmost segment of vacant lands within the Town's boundary. The relevant lands within the Transmetro Plan are indicated as "Future Development Use" blocks. The future use of these lands would be confirmed through the County and Town Official Plan updates proceeding, which will determine the future employment and residential land needs for the Town. This will then give further direction on the appropriate use of these lands.

The Residential policies encourage an appropriate range and mixture of housing types to meet a variety of resident needs, in terms of size, type, ownership status, affordability and location. The Low-Density Residential designation permits single detached and two-unit dwellings at a maximum density of up to 25 units per net hectare. When calculating density, a net hectare includes only the developable area for residential uses, excluding any publicly-owned roads, lanes, walkways, conservation areas and parks.

New development occurring in the 'Greenfield Area' is to be designed to encourage walking, cycling and sustained transit service. The Greenfield Area is to be planned to achieve a minimum density target of no less than 46 residents and jobs per hectare, which is to be measured across the entire Greenfield Area of the Town.

The Open Space Conservation designation protects existing natural features where development is to be prohibited. The OP amendment application proposes to refine the existing Open Space Conservation boundaries to match the development limits proposed through the plan of subdivision, which are being evaluated and confirmed through the submission of supporting environmental impact studies to the satisfaction of CVC.

The OP amendment also proposes to re-designate portions of the Low-Density Residential designation to Low Density Multiple and Medium Density Residential designations, to reflect the multi-unit residential blocks proposed within the plan. The Low-Density Multiple designation permits detached, 2 to 4-unit dwellings and townhomes at a maximum density of 49 units per (net) hectare, while the Medium Density Residential designation permits townhomes and apartments at a maximum density of 99 units per (net) hectare. The OP amendment will also relocate the existing neighbourhood commercial designation at the northwest corner of Hansen Boulevard and Blind Line to match the commercial block located more centrally within the proposed plan. Neighbourhood Commercial areas intend to accommodate retail and service commercial uses at a moderate scale and are located in response to surrounding residential uses.

Town of Orangeville Zoning By-law No. 22-90

The lands are currently zoned Development (D) Zone to Schedule 'A' (Map No's. A3 and A4) of Zoning By-law No. 22-90. Uses permitted in the Development ('D') Zone

include existing uses, buildings and structures. The 'D' Zone is intended to freeze the lands for future development purposes until a specific development proposal is brought forward to be reviewed and implemented through a Zoning By-law amendment application process.

The Zoning By-law amendment proposes to:

- Rezone the proposed single detached dwelling lots to Residential Fourth Density (R4) zone with special provisions (SP 24.169 and 24.170) to reflect the specific lot sizes and resulting building envelopes proposed;
- Rezone the proposed low-density multiple and medium density residential blocks to Residential Fifth Density (R5) and Residential Medium Density (RM1) zones to respectively;
- rezone the proposed commercial block to Neighbourhood Commercial (C2) zone;
- rezone the environmental protection areas outside the limits of development to Open Space Conservation (OS2) zone; and
- apply a Holding (H) symbol restriction on all residential and commercial zone areas to impose conditions requiring satisfactory confirmation of servicing allocation prior to development proceeding.

Consultation

Internal Departments and External Agencies

The initial application submissions for both the Aldenhill and Transmetro subdivision plans were circulated concurrently to internal Town divisions and external public agencies for review and comment on August 15, 2018. Comments received through this circulation review identified the need for revisions to the subdivision plans as follows:

1. Incorporate a block for a future public school within the Transmetro subdivision, based on the long-term student accommodation needs projected by the Upper Grand District School Board as a result from proposed new development in this area;
2. Further refinements needed to determine the limits of the natural feature areas and corresponding setback limits in order to confirm the appropriate limits of development for the Aldenhill and Transmetro subdivision plans;
3. An expanded stormwater management facility block located at the northwest corner of Hansen Boulevard and Blind Line within the EV2B subdivision, which has necessitated a relocated neighbourhood commercial block to its current location proposed within the Aldenhill plan; and
4. Clarification regarding the number of units contemplated for the multiple dwelling unit blocks.

Updated submissions for both the Transmetro and Aldenhill subdivision applications were received on September 11, 2020 and September 15, 2020 respectively. The plans have been revised to address the above-noted comments and their current iterations

are described in previous sections of this report. To date, the following agencies and Town departments have expressed no concerns, or standard conditions of draft approval to be applied to the subdivision applications:

- Bell Canada
- Conseil Scolaire Viamonde
- Orangeville Hydro
- Canada Post
- Hydro One Networks Inc.
- Dufferin-Peel Catholic District School Board
- Enbridge Gas
- Rogers Communications

Specific comments received to-date from internal departments and external agencies are summarized as follows:

- **County of Dufferin:** Provided an overview of applicable County Official Plan policies related to the development applications.
- **Wellington-Dufferin-Guelph Public Health:** Provided recommendations with respect to improving connectivity/public realm/integration, active pedestrian frontage, tree cover, parkland/common amenity area connectivity as well as encouraging healthy lifestyles and enabling active transportation choices.
- **Infrastructure Services, Environment Division** provided confirmation of the applicable CTC Source Protection Plan policies, which will require the following to be addressed prior to draft plan approval of these applications:
 - Demonstration through the submission of a Water Balance Assessment and Low Impact Development (LID) Design Brief that pre-development groundwater recharge rates will be maintained post-development.
 - Submission of a Salt Management Plan to demonstrate mitigation measures regarding the design of roadways and other surface areas that will reduce the need for road salt application.
 - The stormwater management facility proposed as part of the EV2B plan will also serve the Aldenhill and Transmetro subdivisions. This stormwater pond intersects Wellhead Protection Area A (WHPA-A) and WHPA-B for municipal wells 8B & 8C. Wells 8B & 8C are also designated as GUDI wells (Groundwater Under the influence of Surface Water). Source protection policies prohibit the establishment of a stormwater management pond within the WHPA-A if its total contributing drainage area would be greater than 100 hectares. Although this is not the case for this stormwater management facility, the proponent will need to ensure that the pond design includes measures to protect drinking water sources to the satisfaction of Town staff.
- **Upper Grand District School Board:** The future residential development of the Transmetro and Aldenhill subdivisions will place increasing pressure on existing schools to accommodate future enrolment. The prospect of further development

west of the subject properties further increases the need to consider future elementary accommodation needs. The Board has requested that the subdivision plans include a satisfactory block approximately 6 acres in area for a future elementary school site. The Board has requested conditions of draft approval to be included that will obligate the developer to facilitate the completion and transfer of this block to the Board at its discretion.

- **Credit Valley Conservation:** Detailed technical comments have been provided in review of the Hydrogeology, Environmental Impact Study, Functional Servicing and Stormwater Management reports submitted in support of these applications. The applicant will need to address these comments to the satisfaction of CVC staff before draft approval decisions for these subdivision applications can be considered.

As of the time of writing this report, there have been no additional comments received from internal departments or external public agencies with respect to these applications.

General Public

To date, no specific comments have been received from members of the public concerning these applications. A few individuals have requested further information from Town staff regarding the specific development proposal, some of whom have formally requested to be notified of any further meetings or consideration of these applications. The public notification and consultation protocols for the processing of these applications are outlined in the following section of this report.

Strategic Alignment

Orangeville Forward – Strategic Plan

Priority Area: Sustainable Infrastructure

Objective: Plan for Growth

Sustainable Neighbourhood Action Plan

Theme: Land Use and Planning

Strategy: Co-ordinate land use and infrastructure planning to promote healthy, liveable and safe communities.

Notice Provisions

The applications for the Aldenhill and Transmetro subdivision plans were initially submitted to the Town in July 2017 and were deemed to be incomplete submissions at that time by Town staff. The applicant returned with response submission materials in February 2018 and were again deemed to be incomplete submissions. In August 2018 the applicant responded with further submission materials and the applications were deemed to be complete submissions at that time.

In accordance with the requirements of the Planning Act, on August 15, 2018, Notice of Complete Applications for both the Aldenhill and Transmetro subdivision plans were:

- i. circulated to all property owners within 120 metres of the subject properties;
- ii. advertised in the Orangeville Citizen;
- iii. published to the Town website; and
- iv. posted via signage on the subject properties, in locations proximate to the closest public road frontages.

On November 5, 2020, A Notice of Public Meeting was provided in the same manner as described above. It was also sent to any individuals who had requested further information or asked further notice as a result of the initial notification for complete applications.

Financial Impact

There are no anticipated financial impacts to the Town arising from this Report.

Respectfully submitted

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Attachment(s):

1. Location Map: Aldenhill Plan
2. Aldenhill Plan of Subdivision
3. Location Map: Transmetro Plan
4. Transmetro Plan of Subdivision
5. Combined Subdivision Layout Plan