



## Planning Advisory Committee Report

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**Report Number:** PLAN2021-047

**Meeting Date:** August 4, 2021

**Title:** **Official Plan Amendment and Zoning By-law Amendment for Hamilton Street, Lindsay**

**Description:** To amend the Town of Lindsay Official Plan and Comprehensive Zoning By-law 2000-75 to permit the development of a 46-unit residential development on the subject site

**Type of Report:** Regular Meeting

**Author and Title:** Jonathan Derworiz, Planner II

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### Recommendations:

**That** Report PLAN2021-047, **Official Plan Amendment and Zoning By-law Amendment for Hamilton Street, Lindsay**, be received for information;

**That** an Official Plan Amendment By-law, respecting Application D01-2021-003, substantially in the form attached as Appendix 'D' to this report be approved for adoption by Council;

**That** a Zoning By-law Amendment By-law, respecting Application D06-2021-015, substantially in the form attached as Appendix 'E' to this report be approved for adoption by Council; and

**That** the Mayor and Clerk be authorized to execute any documents and agreements required by the approval of this application.

**(Acting) Department Head:** \_\_\_\_\_

**Legal/Other:** \_\_\_\_\_

**Chief Administrative Officer:** \_\_\_\_\_

## **Background:**

The land known as Hamilton Street in the former Town of Lindsay is owned by the City of Kawartha Lakes (City). Under the Town of Lindsay Official Plan (Official Plan), the property is designated 'Parks and Open Space' and zoned same (OS Zone) under the Town of Lindsay Comprehensive Zoning By-law #2000-75 (Zoning By-law). The property is currently maintained as park space and known municipally as Hamilton Park (Appendix A). Applications to amend the Official Plan designation and rezone the subject land to facilitate the development of a 46-unit residential development have been submitted by Kevin M. Duguay Community Planning & Consulting Inc. and were presented to the Planning Advisory Committee at its July 14, 2021 meeting (Appendix B). Refer to PLAN2021-038 (Appendix C). At this meeting, the Planning Advisory Committee made the following motion:

### **PAC2021-048**

**Moved By** Deputy Mayor O'Reilly

**Seconded By** Councillor Seymour-Fagan

**That** Report PLAN2021-038, Official Plan Amendment and Zoning By-law Amendment for Hamilton Street, Lindsay, be received for information;

**That** Report PLAN2021-038, Official Plan Amendment and Zoning By-law Amendment for Hamilton Street, Lindsay, be referred back to staff to address issues raised through the public consultation and agency review process; and

**That** a report respecting this application return to the August 4, 2021 Planning Advisory Committee Meeting.

Staff have completed their review following conclusion of public consultation and receipt of agency comments.

## **Rationale:**

### **Proposal:**

As part of the development, the applicant is proposing a parking requirement relief of 34 spaces. Under current zone provisions, 62 spaces are required with 28 spaces proposed. As described in PLAN2021-038, staff requested further review of this relief. In response, the applicant submitted a memo providing an analysis of similar developments in other municipalities with relaxed parking requirements and evaluation

of the relief in the context of planning policies. Following review of the memo, staff accept and support the proposed relief.

## **Provincial Policy Conformity:**

### **Provincial Policy Statement, 2020:**

The Provincial Policy Statement, 2020 (PPS) sets the policy foundation for regulating development and land use planning in Ontario. A harmony among economic development, resources, public health and safety, and the quality of the natural and built environment is facilitated through the policies contained in this document. The intent of the proposed amendments is to facilitate the development a 46-unit residential development containing affordable dwelling units. Considering the location of the proposed development within an established settlement area, Staff feel the proposed amendments can be generally supported by the PPS.

Section 1.1.1. includes provisions that aim to sustain healthy, liveable and safe communities. The proposed development will be managed by Kawartha Lakes Haliburton Housing Corporation, a housing provider, and will be a form of multi-unit affordable housing that is situated in a mix of other land uses. The proposed location and type of housing that comprise this development are supported by 1.1.1.b) which states that, "healthy, liveable and safe communities are sustained by accommodating an appropriate affordable and market-based range and mix of residential types, employment, institutional, recreation, park and open space, and other uses to meet long-term needs." Provisions 1.1.1.d and 1.1.1.e support intensification of lands within an established settlement area in order to achieve cost-effective development patterns and minimize land consumption and servicing costs. Both of these sections are realized through the proposed amendments and the location of the development within the municipality. Furthermore, the proposed parking relief is supported by the location of the development and its proximity to amenities, employment and services.

As previously stated, the proposed development is within a Settlement Area. The PPS contains policies that pertain to the vitality and regeneration of settlement areas such section 1.1.3.2. which states that, "Land use patterns within settlement areas shall be based on densities and a mix of land uses which: efficiently use land and resources; are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion; and, are transit-supportive, where transit is planned, exists or may be developed." Staff feel that the proposed amendments would facilitate an efficient use of land given that, following preliminary review of the supported materials, no upgrading

of municipal servicing or traffic infrastructure is required. Additionally, the Lindsay Transit Red Line runs along this portion of Hamilton Street and a transit stop is located approximately 50m north at 19 Hamilton Street making this a transit-supportive development. Distance to this transit stop supports the parking requirement relief.

Review of the Functional Servicing Report prepared by Tatham Engineering Limited indicates that existing capacity can adequately service the proposed development. This point satisfies Section 1.6.6: Sewage, Water and Stormwater of the PPS which states that: "Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services."

Staff feels that the analysis provided in the Planning Justification Report generally supports the proposal and that this application is consistent with the PPS.

#### **A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019:**

To plan for growth and development in a manner that supports economic prosperity, protects the environment, and assists communities in achieving a high quality of life, the Ontario government prepared A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 (Growth Plan).

Section 2.2.6 of the Growth Plan contains policies that pertain to housing. In particular, affordable housing. The intent of these applications is to create 46 units that offer a range of rents and affordability. This inherently achieves many of the policies within Section 2.2.6 in addition to supporting complete communities. For instance, 2.2.6.3, states that, "to support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes." Through the proposed Official Planning Amendment and Zoning By-law Amendment, housing options for a range of household sizes and incomes would be realized.

Additionally, the subject land is located along the Lindsay Transit Red Line with a transit stop nearby. Given the proposed 46 units, this is a development that can facilitate a transit-supportive density as described by the Growth Plan.

The Growth Plan places emphasis on the creation of complete communities through the implementation of the policies contained within. For instance, as per section 2.2.1.4,

such policies are supporting the achievement of complete communities that provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes.

Staff are of the opinion that this application conforms to the Growth Plan.

### **Town of Lindsay Official Plan**

The Town of Lindsay Official Plan (Lindsay OP) guides the growth and development of the Town of Lindsay and designates the subject site as Parks and Open Space. In order to facilitate the proposed development, an amendment to Residential is proposed. While the removal of park space from a municipality can be disputed, staff feel that, based on policies within the Official Plan, there is merit to this amendment.

Section 3.2.4.d. of the Official Plan pertains to Parks and Open Space and states the following: "Ensure that active parks are available to every new neighbourhood, and retrofit established neighbourhoods where possible to provide active parks within a ten-minute walk or 800 metres of all residences." Based on a mapping analysis of the area, should the proposed amendment be approved, parks continue to exist within the prescribed 800m catchment area.

Furthermore, Section 4.6.3.2 prescribes a minimum size of 1.8ha for a Neighbourhood Park. The subject land is approximately 0.88ha. Given this and the proximity of nearby parks, staff feel that proposed amendment to develop residences can be supported.

As with the Growth Plan, the Lindsay OP acknowledges the significance of a transit-supportive development and states in section 5.1.6. In areas where new development is proposed, consideration shall be given to the design, densities and inter-relationships with existing areas to facilitate and support the provision of public transit. Given the proximity of the proposed development to the transit stop on 19 Hamilton Street and consideration for density, staff are supportive of the proposed amendments.

### **Town of Lindsay Comprehensive Zoning By-law 2000-75**

The property is currently zoned Parks and Open Space (OS) Zone. In order to conform with the proposed Official Plan amendment and permit the development, a rezoning to Residential Multiple Two Exception Zone (RM2-S22 is proposed. The Exception Zone is put forward to acknowledge deficiencies pertaining to the following:

	<b>RM2 Zone</b>	<b>Proposed</b>
<b>Minimum lot frontage</b>	36.0m	24.4m
<b>Parking requirement</b>	62	28

Staff feel that the proposed decrease to frontage is acceptable given this is the frontage of the site currently and it would otherwise have to be addressed during a Minor Variance. With regard to the proposed parking requirement, staff have reviewed an analysis submitted by the applicant that includes a comparison of similar housing developments and their parking requirements. Staff feel that given the location of the proposed development and in its proximity to amenities and services and transit, and that it anticipated not all residents will have automobiles, the proposed parking requirement is acceptable.

Following consultation with the applicant, the front yard setback relief outlined in PLAN2021-038 will not be necessary given that the development will comply the minimum requirement of 7.5m.

### **Other Alternatives Considered:**

No other alternatives have been considered.

### **Alignment to Strategic Priorities:**

In line with the Strategic Priority of an Exception Quality of Life, the proposed amendments facilitate the development of a 46-unit affordable housing development for the City of Kawartha Lakes.

Practice of the Strategic Priority of Good Government is conducted through this application as Staff continue to evaluate applications diligently and promote continuous improvement in all steps of the land use planning process.

### **Financial/Operation Impacts:**

There are no financial or operational impacts pertaining to the proposed amendments. Costs would be incurred in the event of an appeal to the Ontario Land Tribunal of the decision made by Council.

### **Consultations:**

Notice of this application was delivered to property owners within 120m of the subject site. In alignment with Public Notice procedure, signage detailing the amendment was placed on site.

### **Public Comments:**

At the time of report writing, three phone calls were received pertaining to this development. Questions asked pertained to the owner of the development, type and tenure of the proposed residential units, maintenance plan, and park space. Staff indicated the following:

- This is an affordable housing project owned by the City of Kawartha Lakes – Kawartha Lakes Haliburton Housing Corporation (KLHHC) that will offer a range of rents and units.
- The City, through KLHHC, will continue to own and maintain the property.
- This removal of park space has been considered in the context of the area and the Lindsay Official Plan.

### **Agency Review Comments:**

Building Division (June 14, 2021): Through site plan, Fire department connection needs to be located and the hydrant protecting the building shall be positioned in accordance with NFPA 24, 40 feet from the building it is protecting.

Fire (June 14, 2021): For Site Plan approval please provide means of egress to public thoroughfare from all required exits out of the building.

### **Development Services – Planning Division Comments:**

The proposed amendments would facilitate the development of a housing project that offers a range of affordability. Staff feels that while the development is replacing a portion of the existing park, given the size of the existing park and proximity to other parks, the proposed affordable housing development should take precedence. There is constantly a need for affordable housing in the community and this project is supported by applicable Planning policies.

Staff support the parking requirement relief considering the proximity of the site to amenities and services, nearby transit, and the descriptions of similar developments in the City of Kawartha Lakes and other municipalities.

### **Conclusion:**

In consideration of the comments and analysis contained in this report, Staff respectfully recommend the proposed Official Plan Amendment and Zoning By-law Amendment applications be referred to Council for **Approval**.

## Attachments:



Appendix A.pdf



Appendix B.pdf



Appendix C.pdf



Appendix D.pdf



Appendix E.pdf

**Appendix 'A'** – Location Plan

**Appendix 'B'** – PLAN2021-038

**Appendix 'C'** – 25 Hamilton Street Proposed Site Plan

**Appendix 'D'** – Draft Lindsay Official Plan Amendment

**Appendix 'E'** - Draft Zoning By-law Amendment

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**(Acting) Department Head:** Richard Holy

**Department File:** D01-2021-003 and D06-2021-015