

KITCHENER DEPARTMENT OF PLANNING AND DEVELOPMENT
STAFF REPORT
DEVELOPMENT DIVISION

PD 94/29
April 15, 1994

<p>THIS REPORT WILL BE DISCUSSED ON May 2, 1994 At Planning and Economic Development Committee Meeting</p>

1. SUBJECT

Block Plan: Bloomingdale Road / Stanley Avenue / Schweitzer Street / Grand Avenue

Location and Ward: Part Lots 1, 2 and 3, Registered Plan 675; Lots 31 and 32, Horning's Tract. Bridgeport - North Ward

Official Plan: Low Density Residential

Community Plan: Residential Low Density
(Bridgeport East Community Plan)

Zoning: Semi-Restricted Residential with a restriction of use and special regulations (R2B, 15A.1(qq)) according to By-law 4830

Explanation of Proposal: The subject lands include several parcels of undeveloped land totalling 4.79 hectares fronting the west side of Stanley Avenue. In accordance with the Bridgeport East Community Plan, a Block Plan is to be approved prior to the creation of any new lots either by severance or by Plan of Subdivision.

2. RECOMMENDATION

That the attached Block Plan, Concept Number 1, for lands described as Part Lots 1, 2 and 3, Registered Plan 675 and Lots 31 and 32, Horning's Tract, be approved, together with the following policies:

1. That all lands required for an emergency access/public walkway access and the extension of services from Grand Avenue to Street One be included in any Subdivision Application, prior to acceptance for processing.
2. That lands within the Recommended Block Plan be provided with full municipal services by extending existing services from Bridge Street and Grand Avenue and by providing storm water management facilities.

3. That the City of Kitchener shall participate as an owner of lands to be subdivided within the Block Plan, but the City shall incur no cost of developing the subdivision. Any City-owned lands not dedicated as public highway shall be conveyed to the subdivider for nominal consideration.

3. BACKGROUND

(a) Neighbourhood Circulation

Meetings were held with property owners whose lands will be, or may potentially be, included in the Block Plan on February 23, 1993, and April 20, 1993. Notice of the proposed Block Plan was circulated to all affected and abutting property owners on May 31, 1993. Five written responses were received. Two favoured Concept 1, two favoured Concept 2 and one had no comment. All written responses are attached as Appendix "B" to this report.

All property owners to whom notice was circulated will be mailed a copy of this report and notified of the date and time of the meeting to be held by the Committee of Council Dealing with Planning Matters.

(b) Department of Planning and Development Comments:

Undeveloped lands in the block, comprising nine separate parcels and five different land owners, total 4.06 hectares of vacant land fronting the west side of Stanley Avenue, as shown on Map 3.

In consideration of concepts for the undeveloped lands in the block, staff also considered the development potential of the rear yards of the lots fronting Bloomingdale Road. These lots are approximately 86 metres (284 ft.) in depth with the dwellings located fairly close to Bloomingdale Road. Including the rear portion of each of these lots would increase the totals to 4.79 hectares and 17 land owners.

The lands are designated Low Density Residential in the Official Plan. Council approved a revision to the Bridgeport East Community Plan in April, 1985 to redesignate the lands from Residential - Infilling Low Density to Residential Low Density. This revision permitted the subject lands to be developed for single detached, semi-detached or duplex dwellings, in addition to permitting zero lot line development and development of single detached dwellings on lots less than 15 metres in width. The Community Plan policies were fully implemented in Zoning By-law 4830 in June, 1985.

The Bridgeport East Community Plan states that a Block Plan is to be approved prior to the acceptance of a draft plan of subdivision and that, in the absence of a Block Plan, "severance of properties fronting onto Bloomingdale Road and Stanley Street which prejudice the future potential for the orderly infilling development of lands in the interior area of the block will not be supported." Preparation of a Block Plan has now been requested, in order to allow for development of the Woschnigg lands, the extent of which is shown on Map 3.

In accordance with the Community Plan, Grand Avenue shall not be permitted to extend beyond its present limit and the eastward extension of the industrial area shall not be permitted, in order to protect existing residential uses along Stanley Avenue and Schweitzer Street.

The City of Kitchener is one of the major land owners in the block. Between 1964 and 1969 lands were dedicated to the Village of Bridgeport for the purpose of extending Grand Avenue as a public street. No by-law was passed by either the Village or the City to open the lands as a public street. In view of the fact that the City's lands, including some dedicated by Mr. Woschnigg, were dedicated at no cost or for nominal consideration, the City can not reasonably expect to sell them for market value. The City's participation should include signing as a land owner on the draft plan of subdivision but should not include any cost of development.

The primary access to the subject lands is from Stanley Avenue. Opportunities for public street access to any other street are severely limited. The Bloomingdale Road frontage, including the cemetery, is fully developed. Public street access to Schweitzer Street would require demolition of one or more dwellings, which would be difficult to justify as few additional lots would be created as a result. Therefore both Concepts 1 and 2 have no other public street access than Stanley Avenue.

The City's Emergency Access policy permits residential cul-de-sacs, defined as single access streets, to a maximum length of 150 metres without an emergency access, and to a maximum of 300 metres with an emergency access. The primary purpose of the access would be for emergency vehicles; it would not be open to public vehicular traffic. In both concepts 1 and 2, the length of the cul-de-sac would be slightly less than 300 metres and therefore requires an emergency access within 150 metres of the cul-de-sac bulb.

There are several possibilities for emergency access locations, such as from the end of Grand Avenue or in between dwellings on Schweitzer Street. It may also be possible to provide an emergency access through the cemetery, but this would appear to be much less desirable than the other locations. The Grand River Conservation Authority, in its letter of November 15, 1993, requests an emergency vehicular and pedestrian access from Grand Avenue to provide safe access to dry land from properties on Grand Avenue, during a Regulatory Flood. The recommended Block Plan therefore shows the required emergency access from the end of Grand Avenue to the subject lands.

As services and utilities are to be extended from Grand Avenue, the emergency access would also function as a servicing corridor. Bell telephone facilities must be extended from Grand Avenue. The subject lands drain naturally from east to west; therefore sanitary and storm sewers will go to Grand Avenue. The storm sewer must be extended from Bridge Street to the subject lands. Storm water management will be required; the specific location and design of storm water management facilities will be determined through the subdivision process. This may reduce the number of lots created. As both Concepts 1 and 2 must be serviced from the west, the inclusion of the Oakley and Hartman lands is an absolute necessity in either case.

In determining whether Concept 1 or Concept 2 is preferable, there are a number of factors which must be considered, as both concepts have certain advantages and disadvantages. Concept 1 would be less expensive to construct, and would involve the co-operation of fewer land owners. Concept 2 makes more efficient use of the land area, generating 44 lots as opposed to 30 for Concept 1.

Typical lot depths in Concept 1 would be 55 metres (180 ft.) on the new cul-de-sac and 86 metres (284 ft.) for the existing lots fronting Bloomingdale Road. While this is greater than normal, it is fairly typical of lot sizes found in much of the Bridgeport area. Therefore, while Concept 1 would yield fewer lots than Concept 2, it is more compatible with surrounding development.

Concept 2 could be developed in two phases, so that Street 1 can be developed first, creating 28 lots, and the crescent may be developed as a later phase, at such time as the lands are consolidated. The phased approach to Concept 2 would provide for the ultimate development of all the undeveloped lands in the block, whereas Concept 1 would preclude any future development of these lands. However, the cost of the first phase would be greater than that of Concept 1 and the number of lots created would be slightly less.


One of the main reasons the subject lands were not developed earlier is the lack of co-operation among land owners. For this reason the principal land owner, Mr. Woschnigg, opposes Concept 2, as it involves additional land owners. Street 2 of Concept 2 could not be constructed unless all 12 parcels of land were assembled.

Considering Mr. Woschnigg has been attempting to assemble lands for development over the past 30 years and still needs 2 additional parcels, it would be onerous to require the inclusion of another 12 properties. The acquisition of 12 parcels of land from 12 different owners, or the negotiation of a cost-sharing agreement to facilitate their participation as subdividers, would be extremely difficult to achieve. In order for Concept 2 to be practical, it would have to have been implemented at the time that the Bloomingdale Road properties were severed. In order to provide for the practical implementation of Concept 2 now, all 12 owners of the Bloomingdale Road lots would have to be in agreement. At present, the Schaefers, owners of properties numbered 6 and 7 on Map 3, are strongly opposed to Concept 2. Therefore, even if the remainder of the Bloomingdale Road rear lands could be assembled, they could not be developed unless or until the Schaefer lands were included, making Concept 2 impractical.

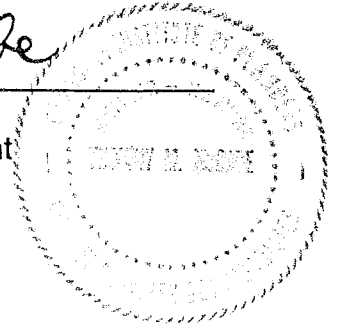
In consideration of the foregoing, Block Plan Concept 1 is recommended for approval, together with the policies recommended herein.




Jeff Willmer, B.E.S.
Intermediate Planner



Tim McCabe, M.C.I.P.
Director of Development



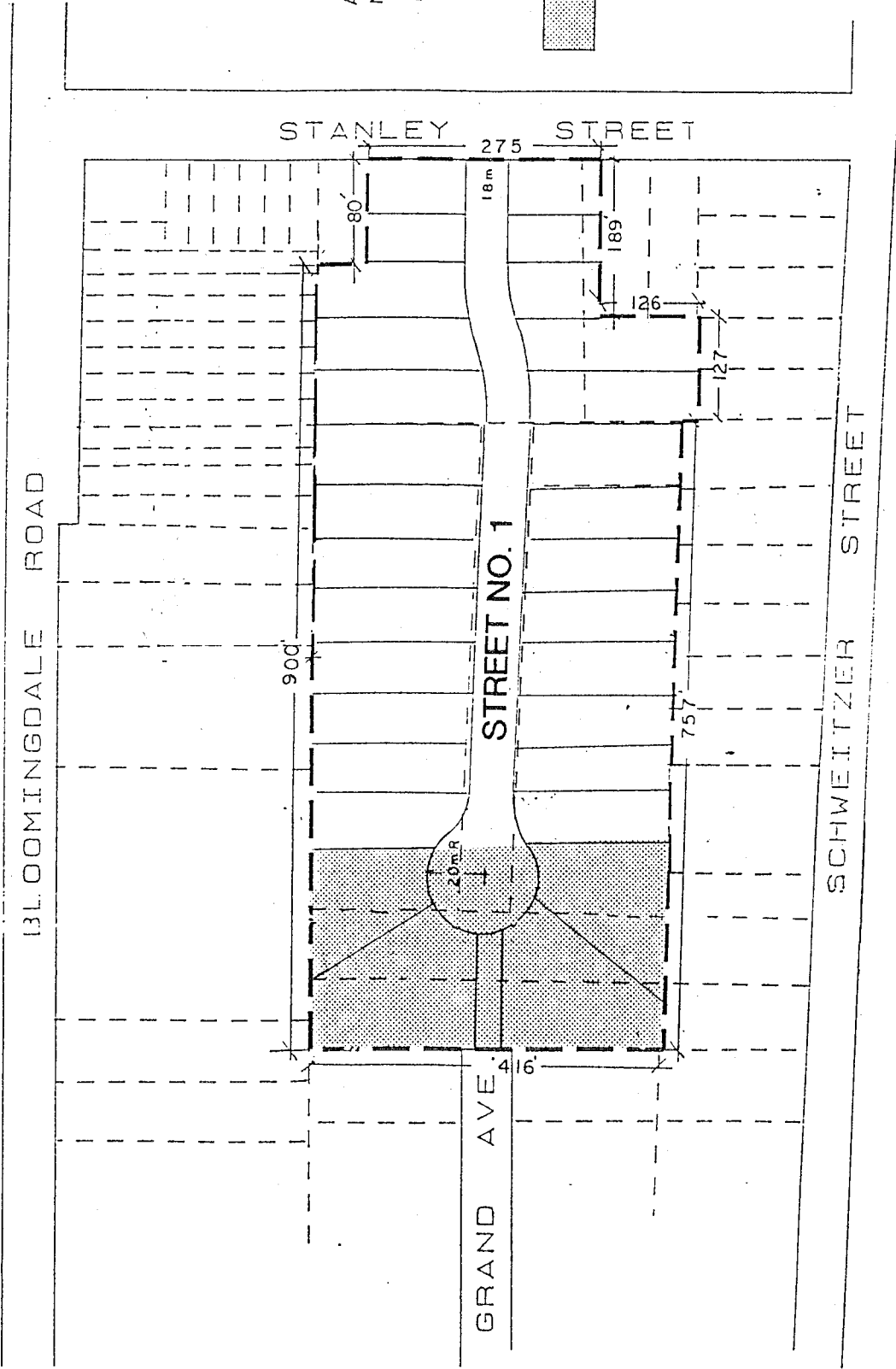
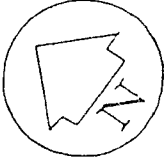


Victor Labreche, C.P.T.
Planning Technician

JW/

4. LIST OF ATTACHMENTS

- Map 1: Concept 1
- Map 2: Concept 2
- Map 3: Property Ownership
- Minutes of February 23, 1993 and April 20, 1993 meetings
- Appendix A - Agency/Department Response
- Appendix B - Property Owner Response



MAP 1

APPROXIMATE
No. of LOTS - 30
MINIMUM LOT WIDTH=15.24m (50')
MINIMUM LOT AREA = 558m²
(6000 sq. ft)

APPROXIMATE LOCATION FOR
STORM WATER MANAGEMENT

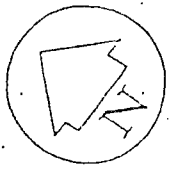
* EMERGENCY ACCESS REQUIRED WITHIN
150 METRES OF THE CUL-DE-SAC BULB.

BLOCK PLAN
CITY OF KITCHENER
PART LOT 3, REG. PLAN 675

SCALE: 1:2400
DATE: 94 04 11

**CONCEPT '1'
RECOMMENDED BLOCK PLAN**
CITY OF KITCHENER
Dept. of Planning & Development

DAWN. B
AC



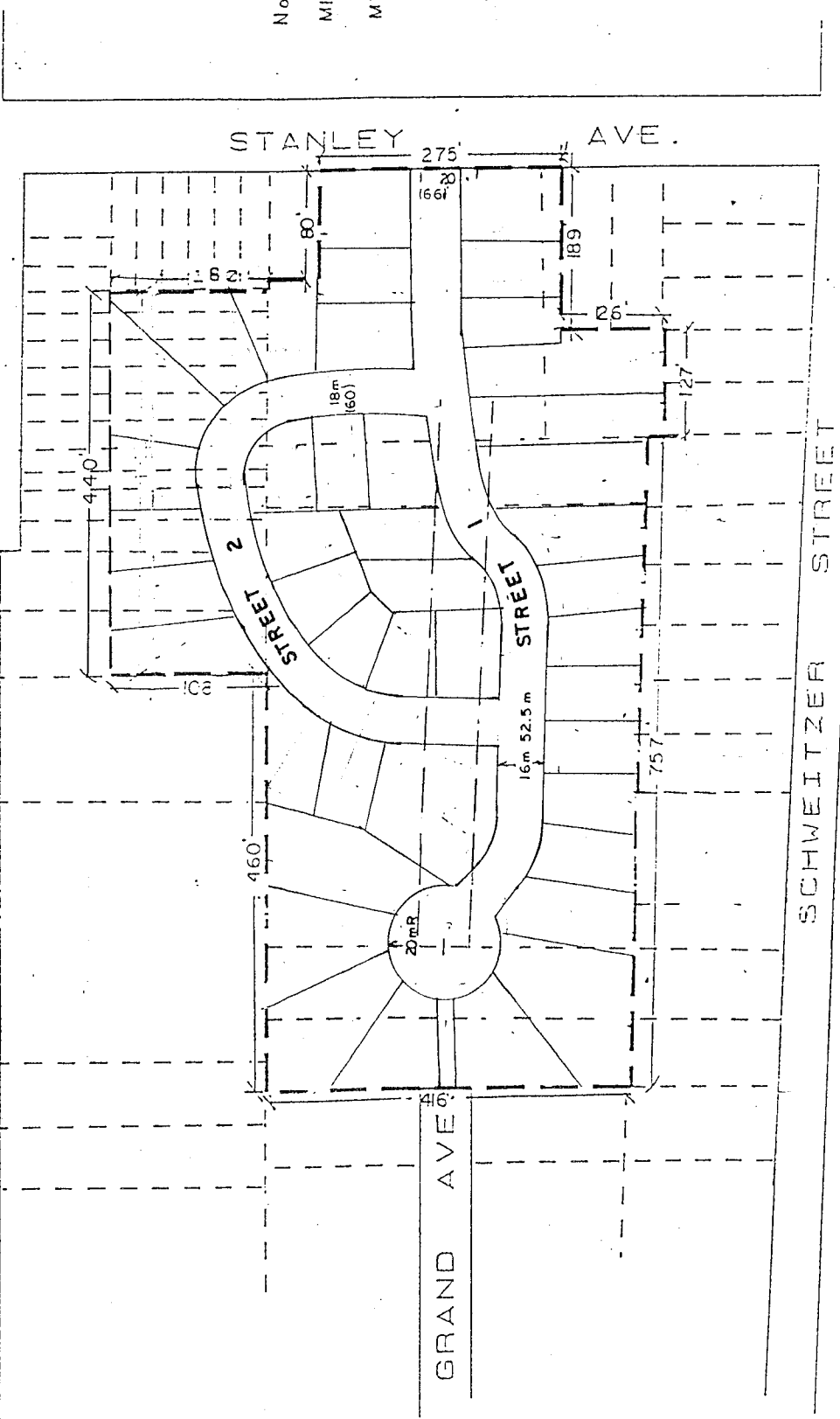
MAP 2

No of LOTS - 44

MINIMUM LOT WIDTH - 18.3m (60m)

MINIMUM LOT AREA - 558 sq.m
(6000 sq.ft.)

BLOOMINGDALE ROAD



NOTE: EMERGENCY ACCESS REQUIRED WITHIN
150 METERS OF CUL-DE-SAC BULB.

BLOCK PLAN

CITY OF KITCHENER
PART LOT 3, REG. PLAN 675

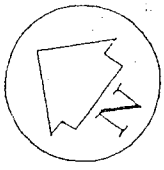
CONCEPT '2'

CITY OF KITCHENER
Dept. of Planning & Development

DATE: 94 04 11

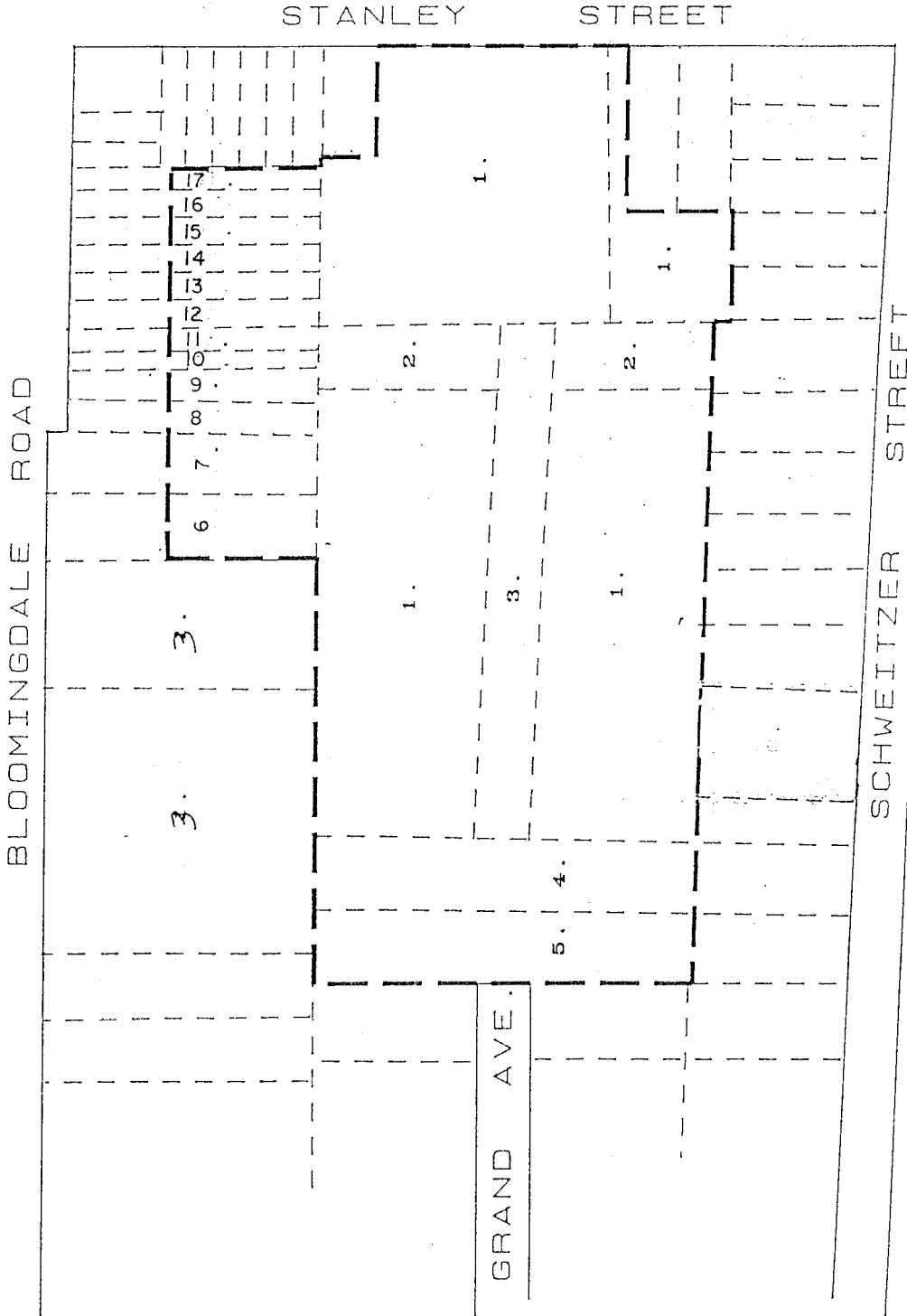
SCALE: 1:2400
(1"=200')

DRWN. BY
RC



MAP 3

1. M. Woschnigg
2. J. McLean
3. City of Kitchener
4. P. & E. Hartman
5. R. & D. Oakley
6. M. Schaefer
7. M. Schaefer
8. D. & P. Fitton
9. S. & A. Wildfong
10. K. Kelly
11. W. Davis /
D. McDonald
12. H. & R. Donaldson
13. R. Oliver
14. C. & J. Yeung
15. J. & J. Randall
16. K. & T. Lodge
17. M. Nawalaniec



BLOCK PLAN	PROPERTY OWNERSHIP	DRAWN BY AC
CITY OF KITCHENER PART LOT 3, REG. PLAN 675	CITY of KITCHENER Dept. of Planning & Development	
SCALE: 1:2400	DATE: 94 04 11	