



City of
Peterborough

To: Members of the Planning Committee

From: Ken Hetherington, Manager, Planning Division

Meeting Date: October 11, 2016

Subject: Report PLPD16-077
Application for Draft Plan of Subdivision Approval 15T-14502
and Zoning By-law Amendment 1418SB
2131222 Ontario Inc. (Peterborough Homes)
821, 825 and 829 Lily Lake Road

Purpose

A report to evaluate the planning merits of a Draft Plan of Subdivision and Zoning By-law Amendment application for the properties at 821, 825 and 829 Lily Lake Road.

Recommendations

That Council approve the recommendations outlined in Report PLPD16-077 dated October 11, 2016, of the Manager, Planning Division, as follows:

- a) That Draft Plan of Subdivision Approval for Plan 15T-14502, Drawing No. DP-1 dated July 29, 2016 by Tunney Planning Inc. and D.G. Biddle & Associates Limited, be granted, subject to the Conditions of Draft Plan Approval attached to Report PLPD16-077, as Schedule 1.
- b) That Zoning By-law 97-123 be amended by adding Special Districts 365 and 366 in accordance with Exhibit B of Report PLPD16-077.
- c) That Section 3.9 Exceptions of Zoning By-law 97-123 be amended by adding exceptions 308 and 309 in accordance with Exhibit B of Report PLPD16-077.

- d) That the subject property be rezoned from A.2(Smith), O1(Smith) and H(Smith) to R.1,1r,2r,8z-256-“H”, R.1,1o,2o,8z-256-“H”, R.1,8z-256-“H”, R.1,1m,2m,8z-256-308-“H”, SP.365-“H”, SP.366-256-308-“H” – Residential Districts, PS.2 – Public Service District, SP.95-309-“H” – Commercial District, D.1 – Development District, OS.1 and OS.2 – Open Space Districts in accordance with the Draft Plan of Subdivision and Exhibit B of Report PLPD16-077.

Budget and Financial Implications

External road improvements will be required to accommodate full build-out of the proposed draft plan of subdivision and the Lily Lake Secondary Plan area. Depending on the outcome of the City’s planning process for The Parkway, it is possible that the ultimate road improvements, which are expected to be subject to Class Environmental Assessment requirements, may not be identified in the Major Transportation Plan, may not be referenced in the City-wide Development Charge Background Study (Hemson Consulting, August, 2014), and may therefore not be included in the City-wide engineering services development charge.

The 2014 City-Wide Development Charge Background Study did anticipate a number of external road improvements related to the Lily Lake planning area however those projects are not considered eligible for development charge funding during the 2015 to 2031 period. Some of these anticipated improvements include signalization of the Lily Lake Road/Fairbairn Street intersection and urbanization/widening of Fairbairn Street, north of The Parkway. Accordingly, should any of these projects be required to accommodate growth in the Lily Lake Area, the City will need to review the City-wide Development Charge to ensure these projects are included in the calculation.

Additionally, should other road improvements be required in lieu of The Parkway, staff will need to ensure that such improvements are included in the City-wide Development Charge By-law calculation. Should external road improvements be required prior to their inclusion in the City-Wide Development Charge By-law and an approved capital budget, development proponents will be required to front-end the work and will be eligible for reimbursement once the projects are included in the development charge calculation and an approved capital budget.

Presently, the Lily Lake Area Specific Development Charge includes a component that is intended to fund the creation of centralized stormwater management facilities. Based on the preliminary stormwater management plan prepared by the Applicant, it is possible that all stormwater management facilities in the Lily Lake Planning Area will be designed to serve only the lands on which they are situated. Should this be the case, it may be appropriate to review the need for a stormwater management component to the area specific development charge which is due for review in 2017. Should stormwater management continue to be included in the Lily Lake Area Specific Development Charge,

area developers will be eligible for development charge funding of their stormwater management facilities.

Background

The subject lands are approximately 42.1 hectares (104 acres) in size. The lands are located along the south side of Lily Lake Road, approximately 300 metres (1000 feet) west of Fairbairn Street. The lands extend south from Lily Lake Road to Jackson Creek, and abut a rural residential property and an undeveloped checkerboard subdivision to the east, and existing agricultural properties to the west. An unnamed creek exists at the north limit of the property, along Lily Lake Road, that flows westerly to the Jackson Creek East Provincially Significant Wetland which is located beyond the City boundary, approximately 1km west of the site. The area north of the site is located in the Township of Selwyn and generally consists of a rural residential subdivision, environmentally protected land, and rural/urban fringe uses.

Most of the adjacent lands to the west are also subject to an application for draft plan of subdivision approval, File Number 15T-16501 that is generally being planned concurrent with the subject application. That neighbouring development is not being considered at this time and will be the subject of a future report to Council.

Presently, the subject properties are vacant but have historically been used for agricultural purposes. The south portion of the property which extends into the Jackson Creek Valley has been historically used as open space and pasture. The property contains part of a large drumlin near its centre that extends onto adjacent lands in a southwest direction. The drumlin drops approximately 25m in relief from its crest to the north and south development limits of the site. Additionally, the Jackson Creek Valley drops approximately 25m from its top of bank to Jackson Creek.

Most of the lands are designated for Low Density Residential purposes on Schedule R – Lily Lake Secondary Plan of the Official Plan however some lands are designated for Medium Density and Medium-High Density purposes on that Schedule along with Local Commercial, Public Service, Parkland and Major Open Space uses. The lands are recognized as Designated Greenfield Area on Schedule A1 – City Structure of the Official Plan in accordance with the provincial Growth Plan for the Greater Golden Horseshoe.

Pursuant to Section 51(25) of the Planning Act, Council has the authority to impose conditions to the approval of a plan of subdivision that are reasonable and have regard to the nature of the development proposed. Issues identified through the application review process that cannot be addressed specifically through the draft plan design or the Zoning By-law will be imposed as conditions of Draft Plan Approval. The proposed conditions of Draft Plan Approval for this development are detailed in Schedule 1. These conditions must be satisfied before the City can grant Final Approval to the plan of subdivision.

Once Final Approval is granted, the developer would be permitted to register the plan with the Land Registry Office and to begin selling individual lots.

Proposed Draft Plan of Subdivision

As illustrated in Exhibit A attached hereto, the Applicant is proposing a residential subdivision comprised of 360 single-detached dwellings with typical lot widths of 9.2m (30 feet), 11m (36 feet), 12.2m (40 feet) and 15.2m (50 feet) and typical lot depths of 33m (108 feet). Additionally, the plan proposes the development of 19 street-fronting townhomes with a typical lot width of 7.62m (25 feet) and a typical lot depth of 33m (108 feet), a 105-unit medium-high density residential building site, and a mixed use local commercial and medium density residential site to accommodate approximately 700 square metres of local commercial floorspace and 67 dwelling units.

Proposed non-residential uses include three parkettes located near the northwest, south and east limits of the site (0.65 ha or 1.6 acres in total), a walkway at the west limit of the site, and a 3.35 ha (8.3 acre) block for an elementary school. The elementary school site is shown on the plan with an underlying alternative lotting concept consisting of 52 street-fronting townhomes should a school not be developed at that location. Stormwater management for the site is proposed to be accommodated in a wet pond located at the southwest limit of the property, adjacent to the Jackson Creek Valley, and in a dry pond to be located at the north limit of the property.

The proposed local streets are illustrated as 18.5m (60.7 feet) wide road allowances. Collector Street 'A' is illustrated as a 26m (85 feet) wide road allowance north of Street 'B' while the remainder of Street 'A' and Collector Street 'B' is illustrated as a 23m (75.4 feet) road allowance. The plan also preserves the ability to provide both a local street connection and an extension of Collector Street B east to the adjacent checkerboard subdivision.

Land Use Summary		
Land Use	Lot/Block No.	Area (ha)
Residential Singles	Lots 1 to 360 (360 units)	14.43
Residential Townhomes	Blocks 361 to 365 (19 units)	0.61
Medium-High Density Residential	Block 366 (105 units)	1.74
Mixed Use Local Commercial/Medium Density Residential	Block 367 (67 units)	1.11

Elementary School or Future Residential	Blocks 368 to 382 (52 townhomes as alternate use)	3.35
Land Use	Lot/Block No.	Area (ha)
Parkland	Blocks 383, 385, 386	0.65
Walkway	Block 384	0.03
Stormwater Management Pond	Blocks 387, 388	2.69
Open Space	Blocks 389, 390	9.89
Lands Retained by Owner	Block 391	0.12
Future Road Allowance	Blocks 392, 393, 394	0.15
0.3m Road Allowance Reserve	Blocks 395, 396	0.01
Streets		7.33
Total	551 to 603 units	42.11

Analysis

Provincial Policy Statement, 2014

Any decision on the proposed Draft Plan must be consistent with the Provincial Policy Statement, 2014 (PPS). The PPS provides general direction to municipalities with respect to a number of land use planning issues. For example, Section 1.1.3.2 requires municipalities to ensure that land use patterns are based on densities and a mix of land uses that (among other things):

- efficiently use land and resources;
- support active transportation; and
- are transit supportive.

Additionally, the PPS requires municipalities to plan for an appropriate range and mix of housing types and densities to meet the needs of current and future residents by:

- establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households;
- permitting and facilitating all forms of housing and all forms of intensification;
- directing new housing to locations where appropriate levels of infrastructure and public service facilities are or will be available;
- promoting densities for new housing which efficiently use land, resources, infrastructure and public services, and support the use of active transportation and transit.

Furthermore, the PPS states that a land use pattern, density and mix of uses should be promoted that minimizes the length and number of vehicle trips and support current and future use of transit and active transportation.

In staff's opinion, the proposed plan is consistent with this direction because it provides a variety of housing options and densities, provides connectivity to adjacent lands, and includes trail, walkway and cycling facilities that will promote active transportation. The development also promotes future transit service by planning for a mix of uses and increased densities in the core of the site and promotes the growth of local business to serve the neighbourhood's needs. Until such time as full transit service is warranted in the developing neighbourhood, the City's Trans-Cab service will be provided to the area at an additional cost to the operating budget.

Additionally, the PPS requires municipalities to support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions and climate change adaptation by promoting:

- compact form;
- active transportation and transit in and between residential, employment and institutional uses and other areas; and,
- design and orientation that maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation; and,
- maximized vegetation within settlement areas, where feasible.

In staff's opinion, the proposed development is both compact and conducive to transit. The plan will facilitate active transportation both within the neighbourhood and to destinations beyond the neighbourhood such as downtown via the Jackson Creek Kiwanis Trail. In the future, as Lily Lake Road and Towerhill Road are re-built to accommodate growth, additional active transportation options will be provided between the site and the Chemong Road corridor to the east. With respect to vegetation, the plan will preserve trees where feasible, will include street trees in front of ground-oriented dwellings to promote shade, and will include significant tree planting in compensation for

trees removed during the development process and for situations where street-tree planting is either not viable or is compromised due to utility, driveway or building setback constraints.

With respect to energy efficiency and conservation, all dwellings are required to meet the minimum efficiency standards of the Ontario Building Code (OBC). Presently, the OBC requires new homes to meet an energy efficiency rating of 80 (out of 100) on Natural Resources Canada's EnerGuide rating system. A rating of 80 and above is considered an energy efficient home. As of January 1, 2017, changes to the OBC take effect that will require new homes to achieve an additional 15% increase in energy efficiency. Staff is satisfied that all housing to be developed in the proposed plan will be energy efficient.

Approximately 52% of the proposed single detached dwellings are oriented in a north-south direction that would allow for the placement of larger windows toward the south in order to take advantage of passive solar heating opportunity. The remaining 48% of the proposed single detached homes are oriented in an east-west direction which could potentially provide suitable south-facing rooflines for the future installation solar panels by homeowners should they wish.

With respect to stormwater management, the PPS requires municipalities to promote stormwater management best practices, including stormwater attenuation and re-use, and low impact development (LID – measures that promote water infiltration). As part of the preliminary stormwater management report prepared for the proposed development, the Applicant is proposing to implement extensive LID measures on both private lots and public lands that will facilitate water infiltration and maintenance of natural hydrology. As a condition of approval, the Applicant will be required to implement the proposed LID strategy.

Overall, staff is satisfied that the proposed plan is consistent with the PPS.

Growth Plan for the Greater Golden Horseshoe, 2006

Any decision on the proposed Draft Plan must conform with the Growth Plan for the Greater Golden Horseshoe, 2006, as amended (Growth Plan). The Growth Plan builds upon the policy foundation of the PPS by providing land use planning policies to address specific issues in the Greater Golden Horseshoe (GGH). The subject lands are located within the Designated Greenfield Area as defined in the Growth Plan. Accordingly, the lands are subject to both general policies in the plan and to policies that are specific to the Designated Greenfield Area.

When considering Designated Greenfield Areas, the Growth Plan states that such areas will be planned to:

- contribute to creating complete communities;

- create street configurations, densities and an urban form that support walking, cycling, and the early integration and sustained viability of transit services;
- provide a diverse mix of land uses, including residential and employment uses, to support vibrant neighbourhoods; and,
- create high quality public open spaces with site design and urban design standards that support opportunities for transit, walking and cycling.

In staff's opinion, the proposed plan meets these objectives and conforms with the direction of the Growth Plan.

Official Plan

Section 4.2.5.7 of the Official Plan establishes a number of items that Council must consider when reviewing an application for residential development:

- proposed housing types;
- compatibility with surrounding land uses;
- adequacy of municipal services;
- traffic impacts;
- adequacy of amenities, parks and recreation opportunities;
- parking, buffering and landscaping; and,
- significant natural/environmental features.

Additionally, Section 10.9 - Lily Lake Secondary Plan – of the Official Plan applies to this development. A detailed review of the proposed development's Official Plan Conformity is attached hereto as Exhibit E.

Generally, staff is satisfied that the proposed development conforms to the Official Plan. The plan provides for a variety of housing forms and densities, will be municipally serviced, and provides adequate protection to the key natural features on the site, namely the Jackson Creek Valley and the creek at the north limit of the property. However, it should be noted that the proposed plan does face unique challenges with respect to sanitary servicing and transportation planning.

Presently, the proposed plan has not secured a sanitary sewer outlet. The Lily Lake Functional Planning Study, which formed the basis of the Lily Lake Secondary Plan, recommended that sanitary flows be conveyed west from this site to the recently upgraded Parkhill Road Sewage Pumping Station. In order to do so the Applicant needs to wait for others to construct a trunk sewer across the adjacent lands or secure the approvals (which could include the need to complete a Municipal Class Environmental Assessment) and the access rights to construct a trunk sewer across the adjacent lands.

As a condition of draft approval, the Applicant will be required to ensure that all necessary approvals and easements have been obtained for the trunk sewer before Final Approval is granted to any part of the subject Draft Plan of Subdivision. Additionally, a holding symbol will be implemented in the Zoning By-law to ensure that building construction can not occur until all conditions of approval are fulfilled and the plan of subdivision is registered.

With respect to transportation planning, traffic impact studies prepared for both the subject draft plan of subdivision and the adjacent draft plan of subdivision to the west show that significant external road network improvements are required to accommodate not only growth in background traffic but also traffic generated by development of the Lily Lake area. Generally, it is staff's opinion that The Parkway as recommended by the Parkway Corridor Class Environmental Assessment (February, 2014) is required to accommodate full build-out of the proposed plan and the Lily Lake planning area. However, given that the City has recently received an order to complete an individual EA for the Parkway, the long term status of that project is uncertain.

In light of this uncertainty, the Applicant, in conjunction with the neighbouring developer, has assessed the feasibility of allowing an initial phase of 600 total units to proceed in the Lily Lake area. While it is acknowledged that development will result in deterioration of service levels on area roadways, the assessment recommended that an initial phase of 600 units could proceed in the Lily Lake area subject to completion of improvements to the Lily Lake Road / Fairbairn Street intersection and the installation of temporary traffic signals at the intersection of Fairbairn Street and Highland Road. Staff is prepared to support a phased approach to developing the Lily Lake area that ensures development proceeds in conjunction with necessary road improvements.

Because the future of The Parkway remains uncertain, staff is proposing that a development cap of 600 total units be placed on the entire Lily Lake Planning Area. To implement this cap, every Draft Plan of Subdivision in the Lily Lake area will be subject to conditions of approval that will require either The Parkway to be approved and included in an approved capital budget for construction or, if The Parkway is to not proceed, that alternative transportation improvements be identified to the City's satisfaction, approved, and included in an approved capital budget for construction.

Additionally, because development opportunity is proposed to be limited to 600 units total until broader road network improvements are made, the development proponents in the Lily Lake area will be required through conditions of approval to demonstrate that they have reached an agreement with the developers of all other draft-approved plans of subdivision and/or Draft Plan applicants in the area concerning the allocation of those 600 units prior to Final Approval of any phase of development.

Although the proposed development faces unique servicing and transportation challenges, staff is of the opinion that these challenges can be adequately addressed

through conditions of approval and therefore that the plan is in conformity with the Official Plan.

Proposed Zoning By-law

To implement the proposed plan of subdivision, the Applicant has requested that the Zoning By-law be amended as follows:

Lot/Block	Existing Zoning	Proposed Zoning	Land Use Type	Minimum Lot Width	Number of Units	Maximum Height (Storeys)
Lots 218-253, 288-321, 328-339	A2 (Smith)	R.1,1o,2o,8z-256-“H”	Single Detached	9 metres	82	2
Lots 1-7, 56-58, 83-86, 137-149, 166-177, 198-217, 254-261, 322, 323, 326, 327	A2 (Smith)	R.1, 1r,2r,8z-256-“H”	Single Detached	10.6 metres	71	2
Lots 8-55, 60-82, 87-136, 150-165, 178-197, 262-287, 324, 325, 340-359	A2 (Smith)	R.1,8z-256-“H”	Single Detached	12 metres	205	2
Lots 59, 360	A2 (Smith)	R.1,1m,2m,8z-256-New Exception 308-“H”	Single Detached	15 metres	2	2
Blocks 361-365	A2 (Smith)	New SP District 366 - 256-New Exception 308-“H”	Row Dwelling	6 metres	19	2
Block 366	A2 (Smith)	New SP District 365 – “H”	Multiple Unit Residential	45 metres	105	6

Lot/Block	Existing Zoning	Proposed Zoning	Land Use Type	Minimum Lot Width	Number of Units	Maximum Height (Storeys)
Block 367	A2 (Smith)	SP.95-New Exception 309-“H”	Mixed Use Commercial/ Residential		67	5
Blocks 368-382	A2 (Smith)	PS.2, New SP District 366-256-New Exception 308-“H”	Elementary School or Row Dwelling			
Block 384	A2 (Smith)	R.1,8z-256	Walkway			
Blocks 383, 385, 386	A2 (Smith)	OS.2	Parkland			
Blocks 387, 388	A2 (Smith)	OS.2	Stormwater Management			
Block 389	A2 (Smith)	OS.1	Open Space			
Block 390	A2 (Smith) O1 (Smith) H (Smith)	OS.1	Open Space			
Block 391	A2 (Smith)	D.1	Land Retained by Owner			
Block 392	A2 (Smith)	D.1	Future Right of Way			
Blocks 393, 394	A2 (Smith)	R.1,1o,2o,8z-256-“H”	Future Right of Way			

For single detached dwellings, the Applicant is seeking the use of alternative regulation 8z which permits alternating side yard setbacks of 0.6m on one side of a house and 1.2m on the other provided that at least 1.8m is maintained between buildings on adjacent lots.

Additionally, for both single detached and row dwellings, the Applicant is seeking to apply exception no. 256 which permits the dwelling (excluding a garage or carport) to be setback 4 metres from a local or collector street streetline while an unenclosed verandah may project an additional 2 metres into that setback. Exception no. 256 has previously been used in the Jackson Creek Meadows subdivision on Parkhill Road West.

For row dwellings, the Applicant is seeking to develop homes generally in accordance with the SP.273 zoning district however with a reduced rear yard setback of 6 metres instead of 9 metres where row dwellings back onto other row dwellings. Through discussion with staff, a new Special District zone, SP.366, is being proposed that is modeled after the SP.273 district in order to provide for a wider range of lot widths and unit sizes as well as a 6m rear yard building setback except where the rear lot line abuts a R.1 district. The proposed district also provides a reduced side yard setback of 1.2m consistent with typical single detached dwellings while maintaining the parking and driveway provisions of the SP.273 district. Generally, the district is intended to better facilitate achievement of mandated minimum density targets in newly developing neighbourhoods.

For medium-high density Block 366, a new Special District, SP. 365, is proposed that provides permission for a variety of housing forms including multi-unit dwellings, apartments, multi-suite residences, and nursing homes. Additionally, the district provides an ability to accommodate a limited amount of small-scale commercial uses on the ground and basement floors of such buildings that would be intended to serve residents of the building and the immediate area. Parking for residential uses is proposed to be reduced from 1.75 spaces per dwelling unit to 1.5 spaces per unit or 0.75 spaces per residential suite.

Block 367 is intended to be a mixed-use local commercial/ medium-high density residential block. The Applicant is seeking to use the SP.95 district which has been used for several local commercial sites in the city. However, similar to the zoning in the Jackson Creek Meadows subdivision, the Applicant is seeking to exclude a service station as a permitted use, to increase the maximum amount of commercial floorspace to 2000 square metres, and to increase the maximum floor area per commercial use to 200 square metres. To address this request, new zoning by-law exception No. 309 is proposed. Additionally, the Lily Lake Secondary Plan calls for a mix of small scale institutional, cultural uses (excluding cinemas and theatres), and residential uses to be included in the area's local commercial facilities. Proposed exception No. 309 would address these matters as well.

Proposed exception 309 would require a minimum of 700 square metres of commercial floorspace. Also, the exception permits the following additional uses: personal service establishment; public administration establishment; an art school, music school, dance school or fine arts school; a church; a place of assembly; a recreation centre; a day nursery; and a gymnasium or health club/fitness studio. Additionally, the exception would require the inclusion of medium density residential units, would allow the amount of residential floor area to exceed that of the commercial area, and would allow buildings up to 5 storeys in height subject to reduced building heights adjacent to an existing low density residential property.

The Lily Lake Secondary Plan encourages residential uses along Street B, generally west of Street A, to integrate small scale commercial uses and home-based businesses. To facilitate this, the application proposes to establish a new zoning by-law exception, Exception No. 308, to be applied to ground-oriented housing along Street B that would allow home based businesses to have one employee who is not a resident of the dwelling provided that off-street parking is available for that employee.

For the proposed elementary school site, Blocks 368 to 382 are proposed to be dually zoned to permit a school and residential uses. Residential use of the blocks would be subject to a holding symbol requiring confirmation from area school boards that they do not have an interest in the site and that they have no objection to the site being used for purposes other than a school.

As is customary with plans of subdivision, a Holding Symbol will be placed on the zoning for areas to be developed that will only be removed upon registration of the plan at the Land Registry Office.

Responses to Notice

A detailed review of agency and public responses to the proposed development is attached hereto as Exhibit F.

Summary of Agency Responses

As part of staff's processing of the application, and pursuant to the Planning Act, staff provided notice of the application to, and sought comments from, the prescribed commenting agencies on December 2, 2014. Additionally, notice of the Public Meeting was provided to the prescribed agencies on September 13, 2016.

Agency comments were received from: the Utility Services Department; Bell Canada; Canada Post; County of Peterborough; Enbridge Gas Distribution Inc.; Hiawatha First Nation; Hydro One Networks Inc.; Kawartha Pineridge District School Board (KPRDSB); Otonabee Region Conservation Authority (ORCA); Peterborough Accessibility Advisory Committee (AAC) – Built Environment Sub-committee; Peterborough Architectural

Conservation Advisory Committee (PACAC); Peterborough Public Health; and Peterborough Utilities Commission, Peterborough Victoria Northumberland and Clarington Catholic District School Board (PVNCCDSB).

Additionally, through the review of this application, staff also considered comments provided by the Township of Selwyn on a neighbouring development.

Agency comments were generally supportive of the proposed development with some agencies requesting that conditions of approval be imposed. Generally, staff is satisfied that the various agency comments have either been addressed through the design of the proposed subdivision and the proposed zoning by-law, or will be addressed as conditions of approval.

Summary of Public Responses

Notice of a Complete Application was published in the Peterborough Examiner on December 3, 2014 in accordance with the Planning Act.

On March 1, 2016 the Applicant hosted a neighbourhood open house at Westmount Public School. The Applicant delivered a notice of the meeting to all persons that own property within 120m of the site and additional properties beyond 120 m along Lily Lake Road, Eastwood Road, Fairbairn Street and Parkview Drive. The meeting was attended by approximately 60 people and generated a healthy discussion.

A Notice of Public Meeting was mailed on September 13, 2016 to all property owners within 120 metres of the subject property, to additional properties beyond 120 m along Lily Lake Road, Eastwood Road, Fairbairn Street and Parkview Drive, and to all persons who requested to receive notice of the Public Meeting during the review of the subject applications. A Notice of Public Meeting was also published in the Peterborough Examiner on September 12, 2016.

A number of public comments have been received that question:

- The plan's conformity with the Lily Lake Secondary Plan including, in particular, the secondary plan's density, neighbourhood core and urban design policies;
- The plan's commitment to environmental sustainability, innovative technology and mixed land uses;
- The adequacy of environmental protection included in the plan;
- The adequacy of trails being provided in the plan;
- The planned landscaping for stormwater management facilities;

- The compatibility between medium and high density development, including commercial development, and adjacent parkland, open space, and residential lands;
- The suitability of the proposed housing mix of accommodate people through their lifetime; and,
- The potential for flooding, noise and dust impacts on neighbouring properties, and impacts on water quality and quantity at nearby water wells.

In staff's opinion, the proposed plan has either addressed these concerns through its design and proposed zoning, or can address these concerns through conditions of approval.

Summary

In staff's opinion, the proposed Draft Plan of Subdivision has been planned in accordance with the Lily Lake Secondary Plan. Accordingly, staff recommends that approval be granted for the proposed Draft Plan of Subdivision and Zoning By-law Amendment for the following reasons:

- i. The plan will provide additional residential land for the City thus helping to ensure that the City has an appropriate lot inventory pursuant to the Provincial Policy Statement;
- ii. The plan facilitates the planned build-out of the Lily Lake Secondary Plan area;
- iii. The plan is consistent with the matters of Provincial Interest as established under the Planning Act, does not conflict with any Provincial Plan, and complies with the City Official Plan; and,
- iv. The plan has addressed all matters considered during the review pursuant to Section 51(24) of the Planning Act and/or will address any outstanding matters through the Conditions of Draft Plan Approval prior to the issuance of Final Approval.

Submitted by,

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Attachments:

Schedule 1 – Conditions of Draft Plan of Subdivision Approval
Exhibit A – Draft Plan of Subdivision 15T-14502
Exhibit B – Draft Zoning By-law Amendment
Exhibit C – Land Use Map
Exhibit D – Notice of Public Meeting
Exhibit E – Detailed Review of Official Plan Conformity
Exhibit F – Detailed Review of Agency and Public Comments



Schedule 1
Draft Plan of Subdivision Application 15T-14502
2131222 Ontario Inc.
821, 825 and 829 Lily Lake Road
File Numbers 15T-14502, Z1418SB

Conditions of Draft Plan of Subdivision Approval

The City of Peterborough Conditions and Amendments to Final Plan Approval for registration of this Subdivision File No. 15T-14502 are as follows:

Identification

1. That this approval applies to the Draft Plan of Subdivision 15T-14502, Drawing No. DP-1 dated July 29, 2016 by Tunney Planning Inc. and D.G. Biddle & Associates Limited, which shows the following:

Lot/Block No.	Land Use	Estimated Unit Count
Lots 1 to 360	Single detached residential (9m to 15m typical lot widths)	360 units
Blocks 361 to 365	Street-fronting townhomes	19 units
Block 366	Medium-High Density Residential	105 units
Block 367	Mixed Use Commercial/Residential	67 units
Blocks 368 to 382	Elementary School or Future Residential	
Blocks 383, 385, 386	Parkland	
Block 384	Walkway	
Blocks 387, 388	Stormwater Management	
Blocks 389, 390	Open Space	
Block 391	Land Retained by Owner	
Blocks 392 to 394	Future Road Allowance	
Blocks 395, 396	0.3m reserve	

2. That if Final Approval is not given to this Plan within three (3) years of the draft approval date, and no extensions have been granted, draft approval shall lapse.
3. That prior to Final approval, the City Engineer will confirm the servicing allocation for this Plan as services are allocated on a “first-come, first-served” basis.

Public Roads and Walkways

4. That the road allowances included in this Draft Plan shall be shown on the Final Plan and dedicated as public highways.

5. That the streets be named in accordance with the City's naming policy to the satisfaction of the City of Peterborough.
6. That any dead ends and open sides of road allowance created by this Draft Plan shall be terminated in 0.3 metre reserves to be conveyed to and held, in trust, by the municipality.
7. That temporary turning circles be established at the termination of road allowances as directed by the City of Peterborough.
8. That prior to Final Approval, the Owner shall agree in the Subdivision Agreement to construct sidewalks in accordance with the City's Sidewalk Policy.
9. That Block 384 be conveyed to the City for walkway purposes.
10. That Blocks 392, 393 and 394 be conveyed to the City of Peterborough for Future Roadway / Future Development Purposes. The City shall hold the said Blocks in trust until such time as it is determined whether they are required for roadway purposes. Any lands not required for roadway purposes shall be conveyed back to the owner.
11. That the Owner establish and maintain a secondary emergency vehicular access to the satisfaction of the City Engineer until such time as a second permanent vehicular access is available.
12. That the Owner implement on-road cycling facilities on Streets A and B to the satisfaction of the City Engineer.
13. That the Owner acknowledge in the Subdivision Agreement that on-street parking may be restricted and/or prohibited at the discretion of the City Engineer.
14. That the Owner construct the intersection of Street A and Lily Lake Road to the satisfaction of the City Engineer which shall include separate left and right turn lanes on Lily Lake Road.
15. That prior to Final Approval of the first phase of development, the intersection of Lily Lake Road, Fairbairn Street and Towerhill Road shall either be improved, or the required improvements shall be included for construction in an approved Capital Budget, as follows:
 - i) Installation of traffic signals;
 - ii) Addition of separate left turn lanes on all approaches; and,
 - iii) Addition of separate right turn lanes on the northbound and eastbound approaches to the intersection.

Should the Owner wish to seek Final Approval prior to completion or budget approval of the required improvements, the Owner shall make arrangements with the City to fund the work.

16. That prior to Final Approval of the first phase of development, the Owner shall agree to install temporary traffic signals at the intersection of Fairbairn Street and Highland Road and a temporary pedestrian facility along the west side of Fairbairn Street, between Parkview Drive and Highland Road, to the satisfaction of the City Engineer prior to the availability of building permits. Responsibility for funding for these temporary facilities shall be shared among development proponents in the Lily Lake Secondary Plan area.
17. The Owner shall agree that Final Approval will not be granted for more than 600 cumulative residential units in the Lily Lake Secondary Plan area until:
 - i) Final approval has been issued for The Parkway Environmental Assessment and the road work is included in an approved capital budget for construction; or,
 - ii) The Owner has prepared a traffic study to the satisfaction of the City Engineer and the County of Peterborough that confirms the long-term road network improvements required to accommodate build-out of the Lily Lake area based on scenarios that include and exclude The Parkway, and that identifies the require timing of those improvements relative to build-out levels in the Lily Lake area; and,
 - iii) Any road network improvements required to permit development beyond 600 cumulative units in the Lily Lake area have been planned in accordance with the timing recommendations of the approved traffic study noted in ii) above, have received all necessary approvals and have either been constructed or included in an approved Capital Budget for construction (where implementation is a City responsibility), or have been secured for implementation at the Owner's expense (subject to any applicable cost-sharing with other Lily Lake-area development proponents) where implementation is a developer responsibility.

Should the Owner wish to seek Final Approval prior to completion or budget approval of required improvements, the Owner shall make arrangements with the City to fund the work.

18. That until traffic-related development phasing restrictions are removed from the Lily Lake area, the Owner shall demonstrate prior to Final Approval of each phase of development that an agreement has been reached with the Owner of any other Draft Approved Plan of Subdivision or complete application for Draft Plan of Subdivision Approval in the Lily Lake area regarding the allocation of development units that are available at the time.

Other Municipal Conditions

19. That the Owner agree in writing to convey parkland dedication to the City in accordance with the Planning Act and Official Plan policy. Blocks 383, 385 and 386 will be considered for parkland dedication. Any City parkland dedication entitlement over and above the land to be conveyed shall be conveyed to the City cash-in-lieu of parkland. For calculation purposes, lands within floodplain, natural hazards, buffers associated with natural heritage features, and lands designated for stormwater management purposes shall not constitute any portion of the parkland dedication.
20. That Blocks 387 and 388 be conveyed at the owner's expense to the City of Peterborough for Stormwater Management purposes.
21. That Blocks 389 and 390 be conveyed at the owner's expense to the City of Peterborough for Open Space purposes.
22. That the Owner agree in the Subdivision Agreement to construct a trail over Blocks 386, 387 and 390 generally as illustrated on the Draft Plan of Subdivision. All trails shall be constructed to the satisfaction of the City Engineer and shall conform with the standards of Ontario Regulation 191/11 – Integrated Accessibility Standards, wherever possible.
23. That the Owner agree in the Subdivision Agreement to decommission any existing drinking water wells or private septic systems within the Draft Plan in accordance with applicable legislation concurrent with servicing of the site to the satisfaction of the City Engineer.
24. That the Owner agrees in writing to satisfy all the requirements, financial and otherwise, of the City of Peterborough concerning the provision of roads, installation of services and drainage.
25. The Owner acknowledges that all works undertaken on site shall comply with current applicable law in effect at the time of the detailed design review process for each phase of the subdivision.
26. That such easements as may be required for temporary access, utility, or drainage purposes, including snow storage at the end of all "stub" streets and easements to facilitate servicing of adjacent lands, shall be granted to the appropriate authority, prior to the registration of the Subdivision Agreement and Final Plan of Subdivision.
27. That the Owner agree in the Subdivision Agreement to place topsoil throughout the site that meets the City's Engineering Design Standards (March 2016, as amended) to the satisfaction of the City Engineer.

28. That prior to Final Approval, the Owner shall ensure all necessary approvals and easements are secured to convey sanitary wastewater from the lands to the Parkhill Road West Sanitary Wastewater Pumping Station to the satisfaction of the City Engineer.
29. Prior to Final Approval, the Owner shall prepare an overall Composite Utility Distribution Plan that allows for the safe installation of all utilities, including required separation between utilities, driveways, and street trees to the satisfaction of the City Engineer and all affected utility authorities. Street lighting photometric designs as per TAC or equivalent standards using LED lighting consistent with locations outlined on the Composite Utility Distribution Plan shall also be prepared. The Owner shall agree in the Subdivision Agreement to construct all streets and services in accordance with the approved composite utility plan and to advise all builders of the approved composite utility plan requirements and standards in writing.
30. That the Owner register a restrictive covenant on title of all lots/blocks where the Zoning By-law may permit a minimum separation of less than 2.4 metres between buildings on adjacent lots/blocks, to ensure that the area remains free of encumbrances for the purpose of facilitating property maintenance.
31. That prior to Final Approval, the Owner shall agree in the Subdivision Agreement to prepare a Capital Asset Table for the infrastructure installed and/or removed and/or impacted in a format approved by the City Engineer at the time of Interim Acceptance. The information on infrastructure shall be separated into its various components and assigned construction costs for individual items.
32. That prior to Final Approval, the City Engineer must have reviewed and approved a geotechnical/hydrogeological report to assess soil types, road construction, water balance etc. as well as ground water levels relative to establishing elevations for houses, the applicability of gravity foundation drainage services and opportunities for implementation of Low Impact Development stormwater management techniques.
33. That the Owner erect a sign, to the satisfaction of the City, depicting the approved plan of Subdivision and zoning within 90 days of the date of Draft Plan Approval.
34. That the Owner agree in the Subdivision Agreement to undertake Quality and Quantity Monitoring of the proposed stormwater management facilities to the satisfaction of the City Engineer for the duration of draft plan construction and until such time as the facilities have been assumed by the City.
35. For all Lots and Blocks developed with Low Impact Development stormwater management features, the Applicant agrees to register a restrictive covenant on title to advise purchasers of the feature(s), their function, and of homeowners' responsibility to maintain the feature(s).

36. That prior to Final Approval, the Owner shall design and agree to implement a program to monitor the effects of the proposed development on groundwater quality and quantity for well users in the area. The program shall also contain provisions for future mitigation should the program results demonstrate a causal relationship between the proposed development and unacceptable levels of groundwater impact as deemed by the Owner's Hydrogeologist, all to the satisfaction of the City Engineer.
37. That the Owner shall enter into an agreement with the Peterborough Utilities Commission for the provision of water service.
38. That prior to Final Approval of each phase, the City shall be satisfied that proposed phase is in keeping with the City's residential land supply obligations pursuant to Provincial Policy.
39. That prior to Final Approval, the Owner shall prepare a detailed urban design program for development along Street B, west of Street A, and including Block 367 and Lots 59 and 360, to the satisfaction of the City's Planner, Urban Design, based on the following principles:
 - i) Limited driveway access and off-street parking exposure the street;
 - ii) Orientation of buildings, building entrances and architectural stylings toward the street;
 - iii) Inclusion of both on-street parking and protected on-street cycling opportunities;
 - iv) Inclusion of adequate tree-planting along the street;
 - v) consideration for wider sidewalk opportunities coupled with strategically placed street furniture and enhanced pedestrian crossings at intersections and/or trail crossings; and,
 - vi) Decorative street lighting as approved by the City Engineer.
40. That the Owner agree to implement the recommendations of the Stage 1 to 3 Archaeological Assessment of Tate Farm Property, Part Lot 11, Concession 1, Former Township of Smith, Peterborough County, prepared by Northeastern Archaeological Associates dated February 7, 2011 to the City's satisfaction.
41. That prior to final approval, the Owner shall demonstrate through the completion of Environmental Site Assessments to the City's satisfaction that soil and groundwater conditions for any land to be conveyed to the City of Peterborough or any land to be developed for residential purposes are compatible with the intended

land use as described within Ontario Regulation 153/04, as amended, made under the Environmental Protection Act.

Other Agency Conditions

42. That the Owner agree to fund its proportional share of the cost to implement a Lily Lake Planning Area Environmental Monitoring Plan to be developed and implemented by the Otonabee Region Conservation Authority and the City of Peterborough.
43. That the Owner agree to not undertake any clearing, grading and grubbing of the site during the main bird breeding season of May 1st to July 31st to the satisfaction of the Otonabee Region Conservation Authority and the City.
44. That the Owner agree to clearly delineate the boundary of the development envelope prior to any site preparation or construction activities to the satisfaction of the Otonabee Region Conservation Authority and the City. Snow and silt fencing shall be installed and maintained along the development envelopes. All sediment and erosion control measures, in addition to tree protection fencing, shall be in place prior to site preparation. All disturbed areas of the site are to be stabilized and revegetated immediately.
45. Prior to Final Approval, the Owner shall submit, and agree to implement, a field survey of any servicing corridors to be located within the adjacent checkerboard subdivision to the east to ensure the protection of Foxglove Beardtongue and any other natural heritage features, to the satisfaction of the Otonabee Region Conservation Authority and the City.
46. Prior to Final Approval the Owner shall delineate any un-mapped watercourses on site to the satisfaction of the Otonabee Region Conservation Authority. Watercourses shall be identified and delineated based on the definition of watercourse found in the Conservation Authorities Act.
47. That the Owner agree to implement the mitigation measures identified in the Environmental Impact Study prepared by WSP dated March, 2016 and the Tree Inventory and Assessment – 2016 Update prepared by WSP dated March, 2016 to the satisfaction of the Otonabee Region Conservation Authority and the City.
48. That prior to Final Approval, the Owner shall submit and agree to implement a landscaping and vegetation plan to the satisfaction of the Otonabee Region Conservation Authority and the City that includes:
 - i) Details for planting street trees in accordance with City's Urban Forest Strategic Plan including proposed street tree planting locations, species, and street cross sections containing boulevard width, utility locations and depth of topsoil, as alternative planting locations where boulevard planting

is not viable and additional compensatory plantings on lots where street tree species are limited to smaller, space-tolerant species;

- ii) Details for plantings to compensate for trees approved to be removed from the site as discussed in the Tree Inventory and Assessment – 2016 Update prepared by WSP dated March, 2016;
- iii) Details for revegetation of the sanitary sewer construction envelope through Blocks 174 and 180;
- iv) Details for enhancing the open space areas within Blocks 389 and 390 and implementing the recommendations of the Cultural Heritage Impact Statement prepared by WSP dated August 6, 2014;
- v) Details for landscaping associated with stormwater management facilities;
- vi) Details for the timing of all plantings (plantings in open space, parkland and stormwater management areas are to occur current with, or as soon as possible after, servicing of the site); and,
- vii) Details for monitoring the survival of all plantings.

All recommended plantings shall consist of native plants and trees.

- 49. That prior to Final Approval, the Owner shall submit an assessment of the impact of the proposed trail and stormwater pond outlet on the Jackson Creek Valley to the satisfaction of the Otonabee Region Conservation Authority and the City. The assessment will also address any required tree removal and provide a planting plan to compensate for such removal and to mitigate any erosion impacts.
- 50. That the Owner shall agree in the Subdivision Agreement to design and construct permanent fencing along the mutual boundary between any residential, commercial or public service lot/block and any abutting walkway, emergency access, open space, stormwater management, parkland area, or municipally-owned property as deemed necessary by the City Engineer. Fencing that abuts Blocks 387, 388, 389 or 390 shall be of a sufficient height to prevent property encroachment and dumping of yard waste and shall be free of gates to the satisfaction of the Otonabee Region Conservation Authority and the City.
- 51. That the Owner agree in the Subdivision Agreement to distribute a “HomeOwner Natural Systems Stewardship Brochure” as a schedule to all Agreements of Purchase and Sale, and registered on title, for all subsequent prospective purchasers of all Lots with in the subdivision. The brochure will be based on an existing template developed by the Otonabee Region Conservation Authority, the City of Peterborough and the County of Peterborough, and shall be customized to

the development at the Owner's expense to the satisfaction of the Otonabee Region Conservation Authority and the City.

52. That the outfall for all stormwater management facilities be designed in consultation with a qualified biologist, the Otonabee Region Conservation Authority and the City.
53. That prior to final registration of the Plan of Subdivision and any on-site grading or construction, Otonabee Conservation and the City must have reviewed and approved reports describing/containing:
 - a) the intended means of controlling stormwater runoff in terms of quantity, frequency and duration for all events up to and including the 1:100 year storm;
 - b) the intended means of conveying storm water flow through and from the site, including use of storm water management water quality measures, both temporary and permanent, which are appropriate and in accordance with the Ministry of the Environment (MOE) "Stormwater Management Planning and Design Manual", March 2003 and the Credit Valley Conservation and Toronto and Region Conservation Authority "Low Impact Development Stormwater Management Planning and Design Guide", 2010;
 - c) the means whereby erosion and sedimentation and their effects will be minimized on the site during and after construction. These means should be in accordance with the Greater Golden Horseshoe Area "Erosion and Sediment Control Guidelines for Urban Construction", December 2006. At a minimum, the erosion and sediment control plan shall incorporate:
 - i. A proactive, multi-barrier approach to erosion and sediment control, with an emphasis of preventing erosion on site during all phases of construction;
 - ii. A phased approach whereby the extent of grading and disturbed area is limited to only those areas necessary for immediate construction; and,
 - iii. Detailed construction staging plans, including installation details, inspection, repair and maintenance requirements, a spill management and contingency plan for additional measures.
 - d) detailed analysis of site soil conditions, including grain size distribution profiles, in-situ infiltration capabilities, erosion potential, as well as bedrock and groundwater elevations;
 - e) site grading plans; and,

- f) detailed means of maintaining a pre-development water balance and the natural hydrology of the site, including the use of Low Impact Development technology.
54. The Subdivision Agreement between the Owner and the City of Peterborough shall contain the following provisions in wording acceptable to Otonabee Conservation and the City Engineer:
- a) That the Owner agrees to implement the works referred to in Condition No. 53. The approved reports should be referenced in the Subdivision Agreement.
 - b) That the Owner agrees to maintain all stormwater management, erosion and sedimentation control structures operating and in good repair during the construction period. During construction and on an ongoing basis, inspection and monitoring of the installation, maintenance and performance of all erosion and sediment controls shall be conducted by a qualified environmental or engineering consultant.
 - c) That the Owner agrees to provide the Authority for review, all relevant inspection and testing reports related to the construction of the stormwater management infrastructure.
 - d) That the Owner notify the Otonabee Region Conservation Authority at least 48 hours prior to the initiation of any on-site development.
- 55.
- a) Bell Canada shall confirm to the City of Peterborough in writing that satisfactory arrangements, financial and otherwise have been made with Bell Canada for the installation of Bell Canada facilities to serve this Draft Plan of Subdivision.
 - b) The Owner shall agree in the Subdivision Agreement, in words satisfactory to Bell Canada, to grant to Bell Canada any easements that may be required for telecommunication services.
 - c) If there are any conflicts with existing Bell Canada facilities or easements, the Owner shall be responsible for re-arrangements or relocation.
- 56.
- a) Cogeco Cable Solutions shall confirm that satisfactory arrangements, financial and otherwise have been made with Cogeco Cable Solutions for any Cogeco Cable Solutions' facilities serving this Draft Plan of Subdivision which are required to be installed underground, a copy of such confirmation shall be forwarded to the City of Peterborough.

- b) The Owner shall agree in the Subdivision Agreement, in words satisfactory to Cogeco Cable Solutions, to grant to Cogeco Cable Solutions any easements that may be required for telecommunication services.
 - c) If there are any conflicts with existing Cogeco Cable Solutions' facilities or easements, the Owner shall be responsible for re-arrangements or relocation.
57. That the Owner agree in the Subdivision Agreement to the following provisions in wording acceptable to Canada Post Corporation and the City Engineer:
- i) Inform all prospective purchasers, through a clause in all Agreements of purchase and sale and on a map to be displayed at any site sales office, as to those lots identified for potential Community Mailbox and/or mini-park locations.
 - ii) Provide, at the Owner's expense, curb depressions at the Community Mailbox location 2 metres in width and no higher than 25 mm and a poured concrete pad to City of Peterborough sidewalk specifications.
 - iii) Provide, at the Owner's expense, a paved lay-by at the Community Mailbox location when required by the municipality.
 - iv) If a grassed boulevard is planned between the curb and the sidewalk where the Community Mailbox is located, install at the Owner's expense, a walkway across the boulevard. The walkway is to be 1.0 metre in width and constructed of a material suitable to the municipality (e.g. interlock, asphalt, concrete etc.) in addition, the developer shall ensure, by forming or cutting the curb, that this walkway is handicapped accessible by providing a curb depression between the street and the walkway. This depression should be 1.0 metres wide and no higher than 25mm.
58. That the Owner make satisfactory arrangements with Enbridge Gas Distribution Inc. for the provision of gas service to the site and that the Owner agree in the Subdivision Agreement to the following provisions in wording acceptable to Enbridge Gas Distribution Inc. and the City Engineer:
- i) To grade all streets to final elevation prior to the installation of the gas lines and provide Enbridge Gas Distribution Inc. with the necessary field survey information required for the installation of the gas lines; and,
 - ii) To provide easements at no cost to Enbridge Gas Distribution Inc. in the event that it is not possible to install the natural gas distribution system within the proposed road allowances.

59. That the Owner make satisfactory arrangements with Hydro One for the provision of electrical service to the site.
60. That prior to Final Approval, the Owner agree in the subdivision agreement to pay \$30,000.00 to the County of Peterborough, representing the development's contribution for future traffic improvements to the Lily Lake Road / Ackison Road intersection.
61. That Blocks 368 to 382 inclusive be reserved for the potential purchase and use by the Peterborough Victoria Northumberland and Clarington Catholic District School Board. Blocks 368 to 382 shall not be released for alternative uses without written confirmation from all area school boards that the site is not required for their purposes.

Clearances

1. Prior to final approval, the Director of Planning & Development Services shall be advised by the Otonabee Region Conservation Authority that Conditions 42 to 54 inclusive have been carried out to the their satisfaction. The letter from the Authority shall include a brief but complete statement detailing how each condition has been satisfied.
2. Prior to final approval, the Director of Planning & Development Services shall be advised by Bell Canada that Conditions 26, 29 and 55 have been carried out to the their satisfaction. The letter from Bell shall include a brief but complete statement detailing how each condition has been satisfied.
3. Prior to final approval, the Director of Planning & Development Services shall be advised by Cogeco Cable Solutions that Conditions 26, 29 and 56 have been carried out to their satisfaction. The letter from Cogeco shall include a brief but complete statement detailing how each condition has been satisfied.
4. Prior to final approval, the Director of Planning & Development Services shall be advised by Canada Post that Conditions 29 and 57 have been carried out to the their satisfaction. The letter from Canada Post shall include a brief but complete statement detailing how each condition has been satisfied.
5. Prior to final approval, the Director of Planning & Development Services shall be advised by the Enbridge Gas Distribution Inc. that Conditions 26, 29 and 58 have been carried out to the their satisfaction. The letter from the Enbridge shall include a brief but complete statement detailing how each condition has been satisfied.
6. Prior to final approval, the Director of Planning & Development Services shall be advised by Peterborough Utilities Commission (PUC) that Conditions 26, 29 and 37 have been carried out to the their satisfaction. The letter from PUSI shall include a brief but complete statement detailing how each condition has been satisfied.

7. Prior to final approval, the Director of Planning & Development Services shall be advised by Hydro One Networks Inc. that Conditions 26, 29 and 59 have been carried out to their satisfaction. The letter from Hydro One shall include a brief but complete statement detailing how each condition has been satisfied.
8. Prior to final approval, the Director of Planning & Development Services shall be advised by the County of Peterborough that Conditions 17 ii) and 60 have been carried out to their satisfaction. The letter from the County shall include a brief but complete statement detailing how each condition has been satisfied.

Otonabee Conservation 250 Milroy Drive Peterborough ON K9H 7M9	Systems Planner Cogeco Cable Solutions P.O. Box 2290 1111 Goodfellow road Peterborough ON K9J 7A4
Manager, Access Network Bell Canada 183 Hunter St. W., Floor 2 Peterborough ON K9H 2L1	Delivery Planner Canada Post Corporation 1424 Caledon Place Box 25 Ottawa ON K1A OC1
Enbridge Gas Distribution Inc. Attention: Land Services P. O. Box 650 Scarborough, Ontario	Peterborough Utilities Services Inc. 1867 Ashburnham Drive PO Box 4125, Station Main Peterborough, ON K9J 6Z5
County of Peterborough Planning Director County Court House 470 Water Street Peterborough ON K9H 3M3	Hydro One Networks Inc. Facilities & Real Estate P.O. Box 4300 Markham, ON L3R 5Z5 Courier: 185 Clegg Road Markham, ON L6G 1B7

Notes to Draft Approval

1. It is the Owner's responsibility to fulfill the Conditions of Draft Approval and to ensure that the required clearance letters are forwarded by the appropriate agencies to the City of Peterborough Planning Division quoting the City file numbers.
2. We suggest that you make yourself aware of Section 144 of the Land titles Act and subsection 78(10) of the *Registry Act*.

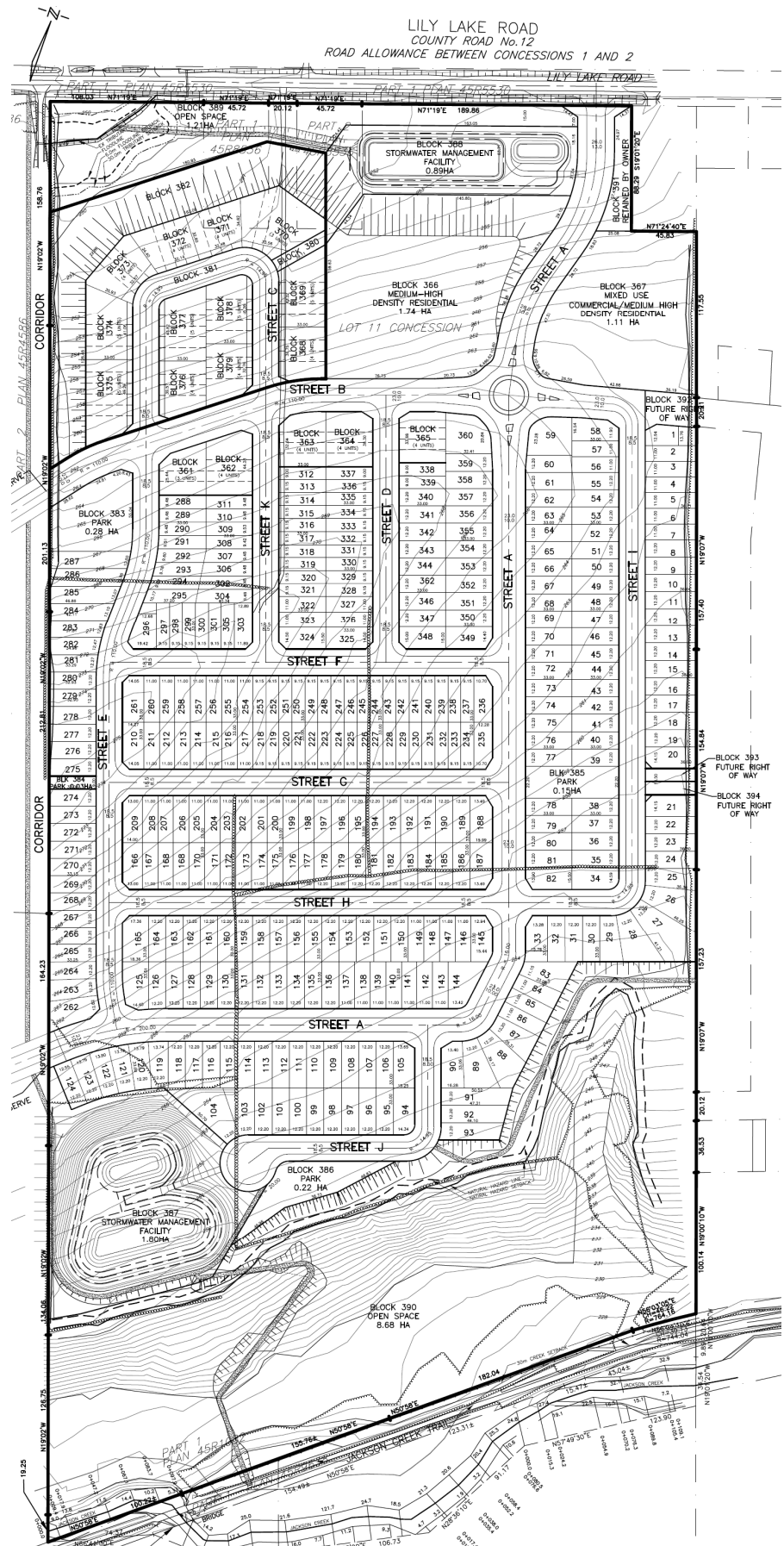
Subsection 144(1) of the *Land Titles Act* requires that a Plan of Subdivision of land that is located in a land titles division be registered under the *Land Titles Act*. Exceptions to this provision are set out in subsection 144(2).

Subsection 78 (10) of the *Registry Act* requires that a Plan of Subdivision of land that is located only in a registry division cannot be registered under the Registry Act unless that title of the Owner of the land has been certified under the *Certification of Title Act*.

Exceptions to this provision are set out in clauses (b) and (c) of subsection 78(10).

3. If the Owner wishes to request an extension to Draft Approval, a written explanation must be submitted for Council approval prior to the lapsing date. Please note that an updated review of the plan and revision to the Conditions of Approval may be necessary if an extension is to be granted.
4. The City of Peterborough and the Peterborough Utilities Commission have established a Development Control Monitoring Program for the purpose of managing sanitary and water services City-wide. Draft Approval does not assign a servicing allocation to the Plan of Subdivision. Services will be allocated on a “first-come” “first-served” basis in response to bonafide development pressure.
5. It is the Owner’s responsibility to advise the City of Peterborough Planning Division of any changes in Ownership, agent, address, and phone and fax number.

Exhibit A, Page 1 of 1
Draft Plan of Subdivision 15T-14502





The Corporation of the City of Peterborough

By-Law Number 16-

Being a By-law to Amend the Zoning By-law for the properties at 821, 825 and 829 Lily Lake Road

The Corporation of the City of Peterborough by the Council thereof hereby enacts as follows:

1. By-Law 1997-123 is amended by adding Section 395 as follows:

"SECTION 395

SPECIAL DISTRICT 365 (SP.365)

- 395.1 For the purpose of this by-law, land use district "Special District 365" is hereby established and may be referred to by the symbol "SP.365".

PERMITTED USE:

395.2 No person shall within an SP.365 District use any land or erect, alter or use any building or part thereof for any part other than:

- a) a dwelling
- b) an apartment dwelling
- c) a multi-suite residence
- d) a nursing home
- e) a home for the aged
- f) any of the following commercial purposes if located in a dwelling containing 20 or more dwelling units:
 - (i) a personal service establishment
 - (ii) a drug store
 - (iii) a sub-post office
 - (iv) a restaurant
 - (v) a food store
 - (vi) a convenience retail store
 - (vii) a clinic
 - (viii) a bank, financial institution or loan company
 - (ix) an office, excluding a veterinary office

- (x) a day nursery
- (xi) a place of assembly

REGULATIONS:

395.3 No person shall within an SP.365 District use any land or erect, alter or use any building or part thereof except in accordance with the following regulations:

Type	Requirement
a) minimum lot area	135 square metres per dwelling unit or 67 square metres per suite
b) maximum lot area per dwelling unit	165 square metres per dwelling unit or 82 square metres per suite
c) minimum lot width	45 metres
d) minimum lot depth	45 metres
e) minimum building setback	
i) side lot line	6 metres or 3 metres per storey, whichever is the greater
iii) rear lot line	12 metres or 6 metres per storey, whichever is the greater
f) maximum building coverage	40%
g) maximum number of storeys	6
h) minimum floor area per dwelling unit	56 square metres

i) maximum coverage by open parking areas, driveways and vehicle movement areas	35%
j) notwithstanding the provisions of Section 4.2(A), motor vehicle parking spaces shall be provided and maintained as follows:	1.5 spaces per dwelling unit 0.75 spaces per suite
k) the following regulations shall apply to the commercial purposes in section 395.2f): i) maximum floor area per commercial purpose ii) maximum commercial floor area per building iii) shall only be located on the first storey or the basement iv) there shall be no open storage or external display of merchandise	140 square metres 370 square metres
395.4 SP.365 District is hereby designated as a residential district."	

2. By-Law 1997-123 is amended by adding Section 396 as follows:

"SECTION 396

SPECIAL DISTRICT 366 (SP.366)

396.1 For the purpose of this by-law, land use district "Special District 366" is hereby established and may be referred to by the symbol "SP.366".

PERMITTED USE:

396.2 No person shall within an SP.366 District use any land or erect, alter or use any building or part thereof for any part other than:

- a) a row dwelling containing not more than 6 dwelling units.

REGULATIONS:

396.3 No person shall within an SP.366 District use any land or erect, alter or use any building or part thereof except in accordance with the following regulations:

Type	Requirement
a) minimum lot area per dwelling unit	200 square metres
b) minimum lot width per dwelling unit	6 metres
c) minimum lot depth	30 metres
d) minimum building setback	
i) side lot line	1.2 metres
ii) rear lot line	7.6 metres
iii) rear lot line, where abutting an R.1 district	9 metres
e) maximum building coverage	50%
f) maximum number of storeys	2
g) minimum floor area per dwelling unit	56 square metres
h) maximum coverage by open parking areas, driveways and vehicle movement areas	25%

i) notwithstanding the provisions of Section 4.2, one tandem parking space may be provided and maintained per dwelling unit	
j) notwithstanding the provisions of Section 4.8, one driveway shall be provided and maintained per dwelling unit having a maximum width at the street line as follows:	<p>3 metres for units having a lot width of less than 7.6metres</p> <p>4.5 metres for units having a lot width of 7.6 metres or more but less than 9 metres</p> <p>6 metres for units having a lot width of 9 metres or more</p>
396.4 SP.366 District is hereby designated as a residential district"	

3. Section 3.9 Exceptions of By-law 1997-123 is amended by adding the following:

“.308 Notwithstanding the provisions of Section 6.23a), other than members of the household residing in the dwelling unit, a home based business located in a dwelling on a lot that abuts a collector street as designated in the Official Plan may have one employee who does not reside in the dwelling unit provided that one off-street parking space is available for the sole use of that employee.

.309 Notwithstanding the provisions of Section 125.2 I), a service station shall not be permitted.

In addition to the permitted uses listed in Section 125.2, the following shall also be permitted uses:

- i) a personal service establishment
- ii) a public administration establishment
- iii) an art school, music school, dance school or fine arts school
- iv) a church
- v) a place of assembly
- vi) a recreation centre
- vii) a day nursery
- viii) a gymnasium or health club including a fitness studio

Notwithstanding the provisions of Section 125.3 a), the residential floor area in a building may exceed the commercial floor area therein.

Notwithstanding the provisions of Section 125.3 b), the maximum floor area per commercial use shall be 200 square metres.

Notwithstanding the provisions of Section 125.3 c), the minimum commercial floor area shall be 700 square metres and the maximum commercial floor area shall be 2,000 square metres.

Notwithstanding the provisions of Section 125.3 g), the maximum number of storeys shall be 5 except within 15 metres of the north lot line where the maximum number of storeys shall be 2 and between 15 and 30 metres of the north lot line where the maximum building height shall be 3.

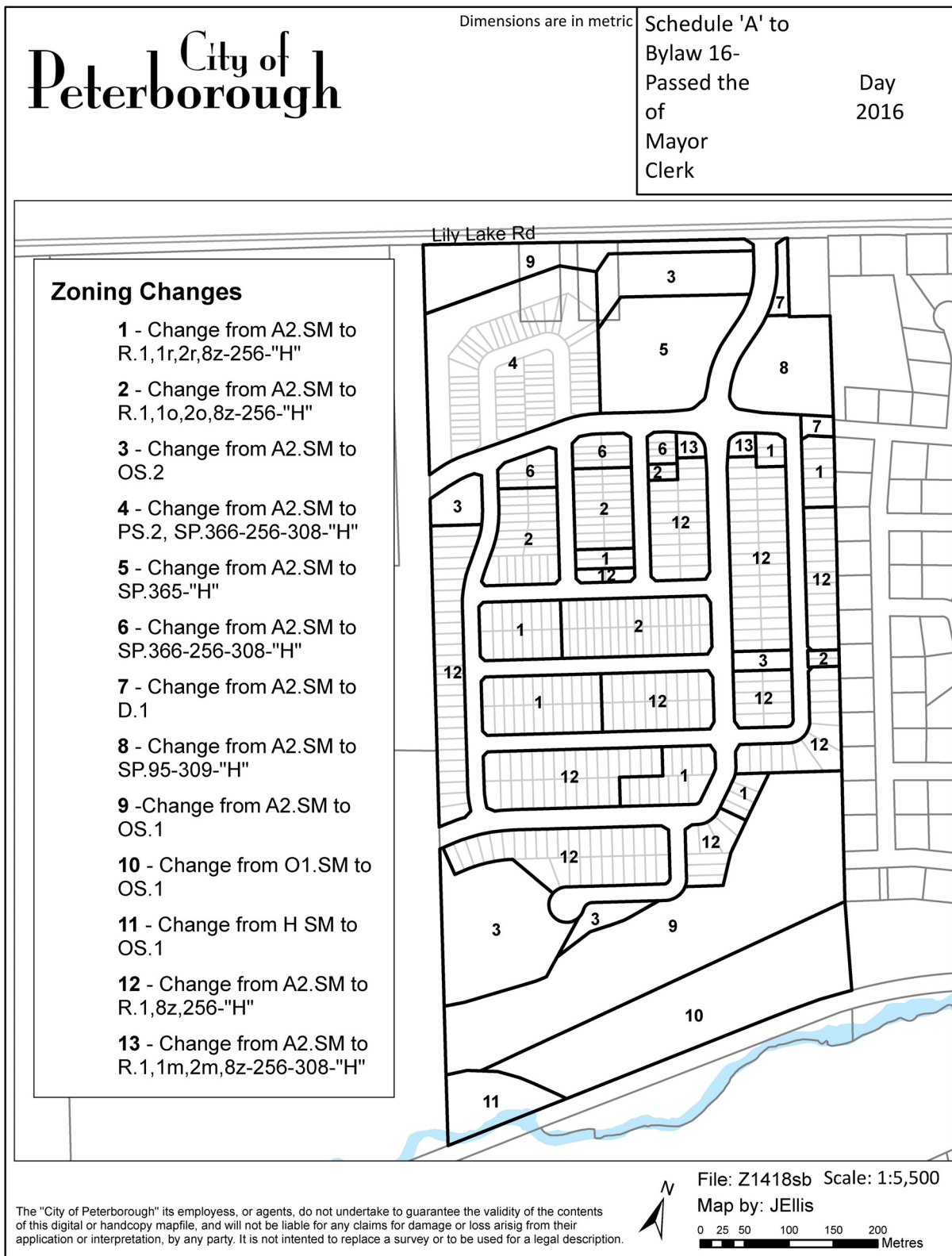
Notwithstanding the provisions of Section 125, dwelling units shall be provided with a minimum lot area per dwelling unit of 135 square metres and a maximum lot area per dwelling unit of 165 square metres.”

4. Map 29 forming part of Schedule 'A' to By-law 1997-123 is amended by changing the area shown on the sketch attached hereto as Schedule 'A' from A.2(Smith), O1(Smith) and H(Smith) to R.1,1r,2r,8z-256-“H”, R.1,1o,2o,8z-256-“H”, R.1,8z-256-“H”, R.1,1m,2m,8z-256-308-“H”, SP.365-“H”, PS.2, SP.366-256-308-“H”, SP.95-309-“H”, D.1, OS.1 and OS.2.
5. The “H” – Holding Symbol will be removed upon registration of the Plan of Subdivision in the Land Registry Office.

By-law read a first, second and third time this 24th day of October, 2016.

Daryl Bennett, Mayor

John Kennedy, City Clerk



Land Use Map

File # Z1418sb

Property Location: 821, 825, 829 Lily Lake Rd

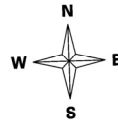
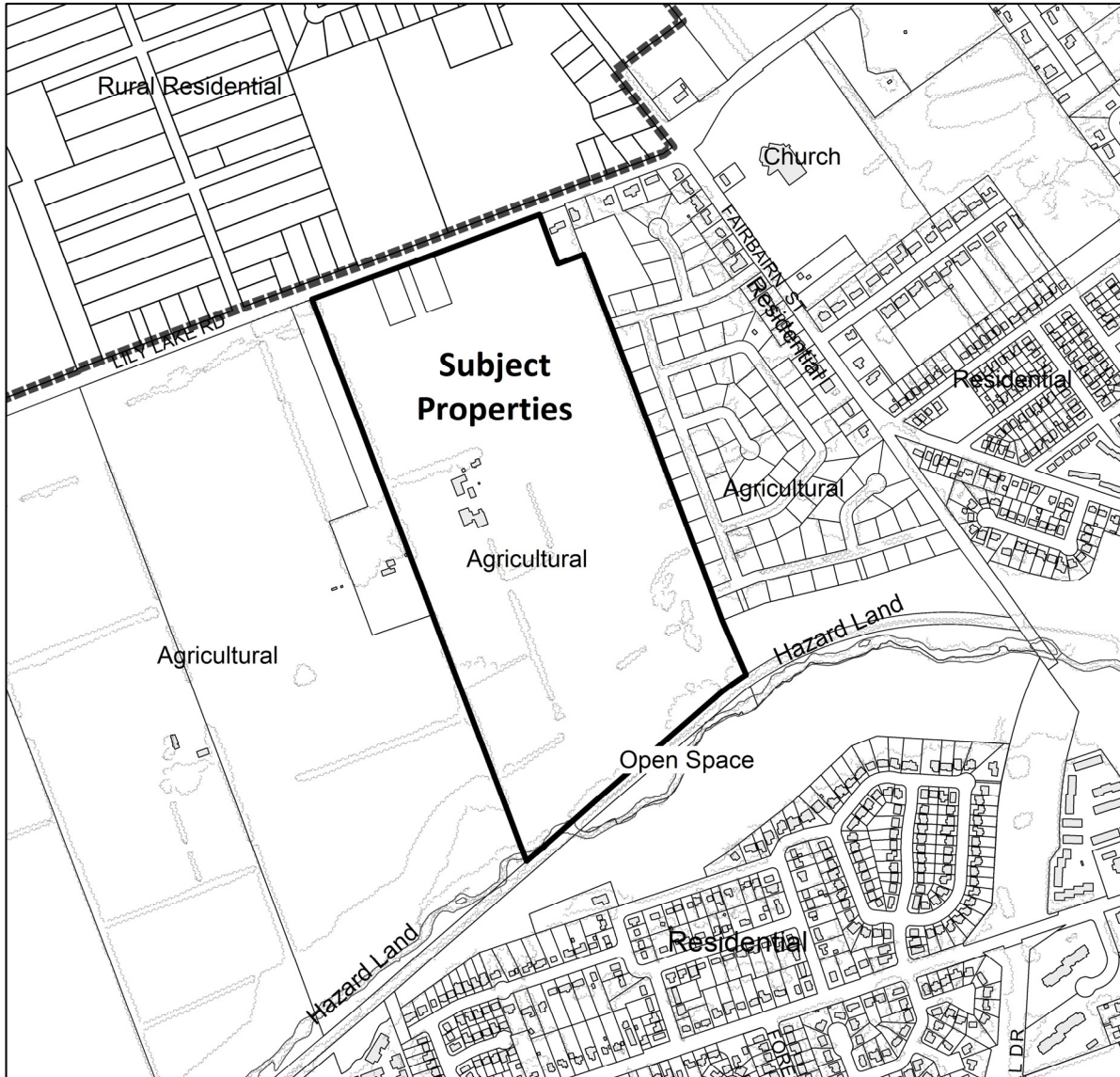


EXHIBIT
SHEET OF

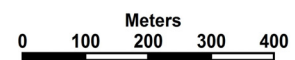


The City of Peterborough Planning Division

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Date - Nov 2014

Dwg by - KMuma



Notice of Complete Application and Public Meeting

Take Notice that the City of Peterborough has received the following applications and pursuant to the *Planning Act*, R.S.O., 1990, c.P.13, the Planning Committee will hold a public meeting in the Council Chambers, City Hall at 6:30 p.m. on **Tuesday, October 11th, 2016**, to consider the following applications under Sections 34 and 51 of the Act:

- Files:** 15T-14502 and Z1418SB
Affected Lands: 821, 825 and 829 Lily Lake Road
Applicant/Owner: 2131222 Ontario Inc.
Applicant: Kevin Tunney, Tunney Planning Inc.

The applicant is proposing to develop a plan of subdivision consisting of 360 single-detached dwellings of various lot widths, 19 street-fronting townhomes, a 105-unit multi-unit residential building site, and a mixed use local commercial and medium density residential site to accommodate approximately 700 square metres of local commercial floorspace and 67 dwelling units. Additionally, the proposed plan includes land for an elementary school, parkland, open space, stormwater management, and future road connections to the east and west. To facilitate the development, the applicant is proposing to rezone the lands for a variety of residential, open space and commercial purposes.

- File:** Z1616
Affected Lands: 112 Aylmer Street North
Applicant: Fanglin LI

The applicant is proposing to amend the Zoning from the C.4 – Commercial District to the SP.241 – Commercial District to permit the use of the lands for two dwelling units and/or small scale office or clinic use within the existing building, in keeping with the Transitional Uses Policies of the Official Plan.

- File:** Z1617
Affected Lands: 301 Reid Street
Applicant: 1799907 Ontario Inc.
Agent: John McGarrity

The applicant is proposing to amend the Zoning from the R.1,R.2,R.3 – Residential District to the SP.241 – Commercial District, to permit the conversion of the existing dwelling into an office. The proposed SP.241 Zoning District would permit the use of the lands for an office, clinic and/or dwelling unit in accordance with the regulations of the SP.241 Zoning District.

Additional information and materials relating to the proposed Plan of Subdivision and proposed Zoning By-law Amendments may be obtained from the Planning Division, City Hall, (8:30 a.m. to 4:30 p.m., Monday to Friday).

For more information about these matters, including information about preserving your appeal rights, contact the Planning Division at 705-742-7777 – Brad Appleby (Files: 15T-14502 and Z1418SB) at ext. 1886 (email: bappleby@peterborough.ca) or Caroline Kimble (Files Z1616 and Z1617) at ext. 1735 (email: ckimble@peterborough.ca).

A Staff report will be available by 12:00 p.m. on Friday the 7th day of October, 2016.

Dated at the City of Peterborough this 12th day of September, 2016.

Key Map



John Kennedy, City Clerk
City of Peterborough, City Hall
500 George Street North
Peterborough, Ontario
K9H 3R9
jkennedy@peterborough.ca

Review of Official Plan Conformity

Section 4.2.5.7 of the Official Plan establishes a number of items that Council must consider when reviewing an application for residential development. Each of these factors will be considered in turn.

i) Proposed Housing Types

The proposed subdivision provides for the development of 551 residential units consisting of 360 single detached residential units with typical lot widths ranging from 9 m (30 feet) to 18 m (60 feet), 19 street-fronting townhomes with a typical width of 7.6 m (25 feet), and 172 medium density (e.g. apartment) units. Of the 551 residential units being proposed, almost 50% are made up of 9m (30 feet) wide single detached lots, street-fronting townhomes and medium density units. The diversity and range of lot widths and unit types proposed is in keeping with both Provincial policy and the Lily Lake Secondary Plan and will provide more affordable housing alternatives than a traditional residential subdivision.

ii) Surrounding Land Uses

Presently, the subject lands are located adjacent to existing agricultural/rural residential properties to both the east and the west. The lands to the west are currently either vacant or under agricultural use and they are zoned for rural and agricultural use. With the exception of one rural residential lot located at 839 Lily Lake Road, all lands to the east are associated with a checkerboard subdivision that has remained undeveloped since the 1960s. These undeveloped lands are zoned for agricultural use however they are currently vacant.

Both the lands to the east and west are ultimately planned for urban development as depicted in the Lily Lake Secondary Plan. As noted in the body of this report, most of the adjacent lands to the west, namely the properties at 663, 689 and 739 Lily Lake Road, are currently subject to applications for draft plan of subdivision approval and Zoning By-law amendment (File Nos. 15T-16501 and Z1605sb).

The subject property extends into the valley associated with Jackson Creek. The Jackson Creek Kiwanis Trail (aka the Trans-Canada Trail), is located adjacent to the south limit of the property. With the exception of a proposed trail connection to the Trans-Canada Trail and a stormwater pond outlet, the proposed development is located completely outside of the valley area.

As noted in the body of this report, the area north of the site is located in the Township of Selwyn. Most of the land adjacent to Lily Lake Road is zoned for environmental protection. Three rural residential properties that front Lily Lake Road are located directly across from the northwest corner of the subject lands.

The rural residential property located at 839 Lily Lake Road, adjacent to the northeast corner of the site, is buffered from Street A by a 12 metre wide strip of land to be retained by the owner. Additionally, where this lot abuts proposed mixed use commercial Block 367, the proposed commercial zoning provides for a graduated maximum building height of 2 storeys (within 15 metres of the mutual property line), 3 storeys (between 15 and 30m from the property line) and 5 storeys across the remainder of the site. Side and rear lot line building setbacks for the mixed use block would be the greater of 9 metres or the height of the building. These building height and setback standards are consistent with other commercial developments throughout the city that are located adjacent to low density residential development.

Generally, it is staff's opinion that development of the subject lands for urban residential purposes is compatible with the surrounding land uses. The proposed plan provides for future road connections to both the east and the west which will allow the adjacent sites to integrate as a cohesive neighbourhood as they develop.

iii) Adequacy of Municipal Services

a) Water and Electrical Service

Peterborough Utilities Commission (PUC) has advised that the subject lands will require two water feeds. PUC is planning to extend an existing 600mm concrete pressure pipe (CPP) trunk watermain located at Towerhill Road and Hillview Drive, through this area, to Parkhill Road near Ravenwood Drive. The extension, to be paid for by the PUC, could go through the development and could be installed by the Applicant. Additionally, PUC has advised that some modeling of the subdivision's water distribution system will be required to ensure adequate pressures and flows can be provided by the existing distribution system. It is possible that a booster pumping station could be required in the site to provide adequate pressure.

Ultimately, PUC advises that the design of the water distribution system for this site can be addressed either prior to or during detailed engineering design. As a condition of Draft Plan Approval, the Applicant will be required to enter into a standard servicing agreement with PUC for the provision of water service to this site.

For electrical service, the entire site falls within the service territory of Hydro One. Should the Applicant wish to be serviced by Peterborough Distribution Inc. (PDI), the Applicant would need to request PDI to apply to the Ontario Energy Board for a service territory adjustment. Hydro One has advised that it has sufficient capacity to service this site. As a condition of Draft Plan Approval, the Applicant will be required to ensure that sufficient provision has been made to provide electrical service to the lands.

b) Sanitary Service

As contemplated by the Lily Lake Secondary Plan, sanitary flows are proposed to be conveyed via a minor trunk sewer to be constructed along the top of the Jackson Creek

Valley, generally within road allowances, from the east limit of the site, across adjacent lands to the west, to the Parkhill Road Pumping Station located approximately 1km southwest of the site near Ravenwood Drive. The Parkhill Road Pumping Station, which was reconstructed between 2012 and 2014, has been designed to accommodate flow from the entire Lily Lake planning area.

As noted previously, the adjacent lands are subject to a Draft Plan of Subdivision application. Presently, the subject lands are moving toward Draft Approval prior to the adjacent lands. If the subject lands wish to develop prior to the adjacent developer's completion of the required trunk sanitary sewer, the Applicant will have to enter into an agreement with the adjacent land owner prior to Final Approval to secure implementation of the required sewer. Additionally, should the Applicant wish to install a trunk sanitary sewer across the adjacent lands before those lands have been draft approved for development, the Applicant will also be required to ensure that the Municipal Class Environmental Assessment (EA) process has been fulfilled for the construction of that sewer. Draft Approval of the subject plan will not compel the adjacent land owner to complete the required trunk sewer.

As a condition of draft approval, the Applicant will be required to ensure that all necessary approvals and easements have been obtained for the trunk sewer before Final Approval is granted to any part of the subject Draft Plan of Subdivision. Additionally, a holding symbol will be implemented in the Zoning By-law to ensure that building construction can not occur until all conditions of approval are fulfilled and the plan of subdivision is registered.

c) Stormwater Management

Stormwater management for the site is proposed to be accommodated in a wet pond located at the southwest limit of the property, adjacent to the Jackson Creek Valley, and a combination of oil and grit separators and a dry stormwater pond to be located at the north limit of the property. The southern pond will discharge to Jackson Creek while the northern pond will discharge to the unnamed creek at the north limit of the site. Both facilities will be designed to provide enhanced fisheries protection in accordance with Ministry of the Environment guidelines. As a condition of approval, the Applicant will be required to design the outfall of the stormwater management facilities in consultation with a qualified biologist, the Otonabee Region Conservation Authority (ORCA), and the City.

A key component of the site's overall stormwater management system is the implementation of low impact development (LID) technologies which are features built into the subdivision that facilitate stormwater infiltration and maintenance of the site's natural hydrologic character. In particular, the Applicant is proposing to install such features within parkland, open space, and large-block development areas (e.g. the school block and the medium-high density residential block) as well as along the rear of most lots. The Applicant is also proposing to direct water from roof leaders to locations where it can infiltrate as well. As a condition of approval, the Applicant will be required to

implement these measures to the City's satisfaction. Additionally, as a condition of approval, the Applicant will be required to register a covenant on title of all lots to advise prospective purchasers of the presence and purpose of these features on their property, and of homeowners' responsibility to maintain these features on their property.

iv) Traffic Impacts

The Draft Plan of Subdivision proposes a grid street pattern with one collector street access to Lily Lake Road (Street A) and two collector street accesses to the west (Streets A and B). The proposed street pattern is consistent with the intent of the Lily Lake Secondary Plan. The plan also protects the ability to extend collector Street B through the adjacent lands to the east, to Fairbairn Street, and to provide a local street connection to the east. Should Street B extend to Fairbairn Street in the future, an amendment would be required to the Lily Lake Secondary Plan and to Schedule B of the Official Plan to reflect that connection. As a condition of approval, the Applicant will be required to convey Blocks 392, 393 and 394 to the City to hold for future road purposes. Should it be determined that these blocks are not required for roadway purposes, the blocks would be conveyed back to the Applicant.

Street A, leading into the site from Lily Lake Road, will be established as a 26m wide road allowance. Street B, and the remainder of Street A (south of Street B), will be established as 23m wide road allowances. All local streets will be established as 18.5m road allowances. Staff has no objection to the proposed street pattern or allowance widths.

It is noted that until a second permanent access is available between the site and the external street network (i.e. Lily Lake Road or Fairbairn Street), a temporary secondary emergency access is required. This secondary access will be required as a condition of Draft Plan Approval.

The City's sidewalk policy requires sidewalks on both sides of all streets except cul-de-sacs with fewer than 30 residential units and no through pedestrian connection. As a condition of Draft Plan Approval, the Applicant will be required to provide sidewalks in accordance with City policy.

The Lily Lake Secondary Plan calls for implementation of on-road cycling facilities on all collector streets in the secondary plan area. Accordingly, as a condition of Draft Plan Approval, the Applicant will be required to implement on-road cycling facilities on Streets A and B to the satisfaction of the City Engineer. For Street A and Street B, east of Street A, the Applicant will also be required to acknowledge that due to the implementation of on-road cycling facilities, on-street parking may be prohibited.

Traffic impact studies prepared for both the subject draft plan of subdivision and the adjacent draft plan of subdivision to the west show that significant external road network improvements are required to accommodate not only growth in background traffic but also traffic generated by development of the Lily Lake area. To accommodate full built-

out of the Lily Lake area, it is anticipated that the following longer-term improvements will be required:

- The addition of east-west through capacity (i.e. additional lane(s)) at the intersection of Towerhill Road and Chemong Road;
- Widening of the existing Parkhill Road bridge over Jackson Park to provide an a dedicated east-bound left turn lane on Parkhill Road at Fairbairn Street;
- Widening of Fairbairn Street to 4 lanes from Parkhill Road to Towerhill Road/Lily Lake Road;
- Widening of Lily Lake Road and Towerhill Road between Chemong Road and the easterly collector street access to the adjacent lands to the west;
- Expansion and signalization of the Lily Lake Road/ Towerhill Road / Fairbairn Street intersection to include two northbound left turn lanes on Fairbairn Street or consideration of a multi-lane roundabout; and,
- Potential for traffic signals and geometric improvements at the intersection of Lily Lake Road and Ackison Road.

In addition, to accommodate development some immediate improvements are required including:

- Signalization of the Lily Lake Road/Towerhill Road / Fairbairn Street intersection;
- Addition of separate left turn lanes on all approaches to the Lily Lake Road/Towerhill Road / Fairbairn Street intersection;
- Addition of separate right turn lanes on the northbound and eastbound approaches to the Lily Lake Road/Towerhill Road / Fairbairn Street intersection; and,
- Separate left and right turn lanes on Lily Lake Road at each collector street entrance to the neighbourhood.

As a condition of approval, the developer will be required to implement the necessary turn lanes as part of their subdivision entrance design. Additionally, prior to final approval of the first phase of development, the required improvements to the Lily Lake Road/Towerhill Road / Fairbairn Street intersection must either be included in an approved capital budget for construction or the Applicant shall make arrangements with the City to finance the work ahead of its inclusion in an approved capital budget.

Implementation of longer-term improvements is greatly affected by whether The Parkway is constructed as recommended in the Parkway Class EA. For example, if the Parkway is constructed, no new improvements may be required at the intersection of Towerhill Road and Chemong Road. Additionally, if constructed, it is expected that the Parkway would eliminate the need to widen Fairbairn Street between the Parkway/Highland Road and Parkhill Road.

One of the recommended longer-term improvements, namely the widening of the Parkhill Road bridge to accommodate a dedicated eastbound left turn lane, would directly contradict the recommendations of the Parkway EA and would therefore require a new EA to establish its need and justification. Should the Parkhill Road bridge be widened in the absence of the Parkway, it is anticipated that significant improvements would also be required at the intersection of Parkhill Road and Monaghan Road and that Monaghan Road would need to be widened to 4 lanes as well.

Generally, it is staff's opinion that the recommended Parkway is required to accommodate full build-out of the proposed plan and the Lily Lake planning area. However, given that the City has recently received an order to complete an individual EA for the Parkway, the long term status of that project is uncertain.

In light of the uncertainty surrounding the Parkway and the Applicant's desire to develop, the Applicant, in conjunction with the neighbouring developer, has assessed the feasibility of allowing an initial phase of 600 total units to proceed in the Lily Lake area. In addition to the immediate-term improvements noted previously, this assessment recommended that temporary traffic and pedestrian crossing signals be installed on Fairbairn Street, at Highland Road, in order to facilitate turning movements at this intersection and at other intersections south of Highland Road. The cost of these signals, which would be removed if the Parkway is constructed, would be entirely the responsibility of the Lily Lake development community. As a condition of approval, the Applicant will be required to ensure that these temporary signals are installed and operational prior to the availability of non-model home building permits in the subdivision.

By allowing an initial phase of Lily Lake development, staff anticipate that it will become increasingly difficult for pedestrians to cross Fairbairn Street at mid-block locations. Currently, sidewalk exists on both sides of Fairbairn Street between Highland Road and Hillside Street except for approximately 225 metres on the west side of the road between Parkview Drive and Highland Road. To facilitate pedestrian movement to the proposed temporary traffic signals and discourage mid-block pedestrian crossings, the Lily Lake development community will also be required to install a temporary pedestrian facility along the west side of Fairbairn Street, between Parkview Drive and Highland Road. This facility shall be installed concurrent with the temporary traffic signals. Regardless of the outcome of the City's planning for the Parkway, it is anticipated that this temporary pedestrian facility will be replaced with a permanent facility when Fairbairn Street is widened to 4 lanes, north of Highland Road.

The Applicant, in conjunction with the neighbouring developer to the west, has proposed that an initial phase of 600 residential units be allowed to proceed in the Lily Lake area. Staff supports this proposal subject to implementation of the temporary facilities and immediate-term road network improvements described herein. However, before development is permitted beyond 600 units in the Lily Lake area, the conditions of draft plan approval will require:

- That Final Approval shall not be granted for more than 600 cumulative units in the Lily Lake area until the Parkway is approved and included in an approved capital budget for construction; or;
- That the Applicant prepare a traffic study to the City's satisfaction to confirm the long-term road network improvements required to accommodate build-out of the Lily Lake area under scenarios that include and exclude the Parkway and the required timing of those improvements relative to build-out levels in the Lily Lake area;
- That upon receipt of a decision on the Parkway EA, the phasing of development beyond 600 cumulative units in the Lily Lake area will be based upon the implementation of required road network improvements in accordance with timing established by development thresholds identified in the City-approved traffic study;
- That any road network improvements required to permit development beyond 600 units in the Lily Lake area shall receive all necessary approvals and be included in an approved capital budget for construction prior to the granting of Final Approval (where implementation is a City responsibility) or shall be implemented at the Applicant's expense (where implementation is a developer responsibility); and,
- That where development wishes to proceed ahead of the inclusion of a required road network improvement in the City's approved capital budget, the Applicant will be required to make arrangements with the City to finance the work.

Additionally, because development opportunity is proposed to be limited to 600 units total until broader road network improvements are made, the Applicant will be required to demonstrate that it has reached an agreement with the developers of all other draft-approved plans of subdivision and/or Draft Plan applicants in the Lily Lake area concerning the allocation of those 600 units prior to Final Approval.

v) Adequacy of Amenities, Parks and Recreation Opportunities

The proposed plan illustrates three local parkettes: one located along Street B adjacent to the west limit of the plan (0.28 ha or 0.7 acres), one between Streets A and I near the east limit of the plan (0.15 ha or 0.37 acres), and one along the top of the Jackson Creek Valley (0.22 ha or 0.54 acres). The Jackson Creek Valley located at the south limit of the

site will be dedicated to the City as open space (8.68 ha or 21.4 acres) as will land along Lily Lake Road (1.21 ha or 3 acres).

The proposed parkettes are significantly smaller than the Official Plan standard for a Neighbourhood Park (1ha to 3 ha), however, in staff's opinion, their sizing and location are appropriate when considered in light of other facilities to be planned for the Lily Lake area. For example, within this site, an elementary school is planned that will provide additional open space/recreation opportunities for the site. The lands to the west are being planned with a second elementary school site for the neighbourhood, several parkettes, and a larger (2.8 ha or 6.9 acres) neighbourhood park. Adjacent to mixed use Block 367 at the northeast corner of the site, the City owns a 1.25 ha (3 acres) property that is identified in the Lily Lake Secondary Plan as land that is intended to be parkland.

A key feature of the Lily Lake Secondary Plan is to create open space corridors through the neighbourhood. The purpose of these corridors, as described in Section 10.9.3.2.10 of the LLSP, is to function as Connecting Links and to protect existing treelines (where possible) or to accommodate significant re-vegetation and off-road trails. In order to function as a connecting link, the Secondary Plan envisioned these corridors connecting between core natural areas such as the Jackson Creek Valley and the Jackson Creek East Provincially Significant Wetland and other open space areas such as parkland and floodplain/creek buffer areas.

Early versions of the proposed plan had illustrated such a corridor meandering along the west limit of the site, from the proposed stormwater management facility at Block 387 (top of the Jackson Creek Valley) to the north limit of the site along Lily Lake Road. The current version of the plan has moved this corridor feature onto the adjacent properties to the west. The majority of the land on which this corridor is now planned is co-owned by the Applicant together with the developer of the adjacent draft plan of subdivision application to the west. The corridor is being planned with a 20m width to ensure sufficient room to accommodate both a trail and significant tree planting. The trail within the corridor would extend from Block 387 to Lily Lake Road, utilizing the existing driveway at 789 Lily Lake Road, to connect to future pedestrian/trail facilities that can be implemented along Lily Lake Road when it is widened in the future. This corridor will be secured through future development approvals.

The Lily Lake Secondary Plan also contemplates the development of community trails along the top of the Jackson Creek Valley, along the northern limit of the development area, and from the top of the Jackson Creek Valley to the Jackson Creek Kiwanis Trail.

The proposed plan illustrates a potential trail system at the southern limit of the site that would follow along the top of the valley to the east and the west, with one connection down the valley to the Jackson Creek Kiwanis Trail. Additionally, the proposed trails would connect to the open space/trail corridor being planned along the west limit of the property. In staff's opinion, the proposed trail system is a local facility intended to serve

the local neighbourhood. Accordingly, the cost of implementing these trails will be a developer responsibility.

As a condition of approval, the Applicant will be required to construct the proposed trail system while ensuring that the requirements of Ontario Regulation 191/11 – Integrated Accessibility Standards – are complied with where possible. Furthermore, prior to Final Approval, the Applicant shall complete an Environmental Study to the satisfaction of the City and ORCA to assess the impact of the proposed trails on the Jackson Creek Valley and Jackson Creek. In conjunction with this work, the Applicant will be required prepare a tree inventory, mitigation and compensation plan together with an erosion control plan to address any impacts that the trail system may have.

In accordance with Section 6.5.2 of the Official Plan and Section 51.1 of the Planning Act, the City can require 2% of the land that is planned for industrial or commercial development to be dedicated as parkland. Additionally, the City can require up to 5% of the land devoted for all other purposes to be dedicated as parkland or 1 ha of parkland for every 300 residential units developed, whichever is greater.

If the City were to receive its full parkland entitlement, it could receive approximately 2.32 hectares (5.7 acres) of land. However, since the plan only includes 0.65 ha of land intended for parkland dedication, the City will require any parkland dedication owing to be conveyed as cash-in-lieu of parkland dedication.

Where the City is to collect cash-in-lieu of parkland, the Planning Act now states that the parkland dedication must be calculated either at the 2% and 5% rates as previously described or at a rate of 1 hectare per 500 units, whichever is greater. In this instance, the City would be entitled to receive approximately 1.86 ha of parkland from the proposed plan and therefore would receive cash-in-lieu for approximately 1.21 hectares of land.

Staff anticipates that the cash collected in lieu of parkland dedication will be required to acquire much of the proposed open space/trail corridor to be established on the adjacent property to the west, 789 Lily Lake Road.

vi) Parking, Buffering and Landscaping

Parking, building setback, and building/driveway coverage standards are implemented as regulations in the Zoning By-law. In order to facilitate an increase in development density and create a standard relationship between dwellings and the street, all single detached dwellings and street-fronting townhomes are proposed to be subject to the same reduction in building setback: 4m to the house and 2m to an unenclosed verandah. Attached garages will maintain the standard 6m setback to ensure the provision of adequate parking space between the garage and the streetline. These same setbacks have most recently been used in the Jackson Creek Meadows subdivision on Parkhill Road West.

Rear yard building setbacks are proposed to be maintained at the standard 7.6 metres throughout for single detached dwellings and 9.0 metres for street-fronting townhomes that back onto single detached dwellings. Where street-fronting townhomes back onto each other, a 6 metre rear yard building setback is proposed. Side yard setbacks for all single detached dwellings are proposed to vary (1.2m on one side of the house, 0.6m on the other, provided that a minimum of 1.8m is maintained between adjacent dwellings). This varying side yard setback has been used in a number of recent subdivisions including Jackson Creek Meadows on Parkhill Road West.

Side yard setbacks are also proposed to be established at 1.2m for street-fronting townhomes. This setback is consistent with the zoning approved for townhomes in the Parklands subdivision currently developing along Chemong Road.

In the past, Peterborough Utilities (electrical) has raised concern with reducing side yard building setbacks (i.e. less than 2.4m between adjacent dwellings) as they lead to conflicts between driveways and electrical transformers. In those situations, Peterborough Utilities has requested that builders maintain a 1.2m side yard setback on both sides of any property line on which a transformer is to be located. Although this development is currently within Hydro One's service territory, staff anticipates that Hydro One will have similar concerns with respect to setbacks from transformers. As a standard condition of approval, the Applicant will be required to prepare a composite utility plan to the satisfaction of all affected utilities that shows, among other things, minimum setbacks from electrical transformers. The Applicant will also be required to advise all builders of these setbacks.

Additionally, where the Zoning By-law has permitted a reduced side yard building setback as is proposed for single detached dwellings, the City has required the registration of a restrictive covenant to ensure that side yards are not encumbered by obstructions that would prevent residents accessing side yards for home maintenance purposes. Accordingly, as a condition of approval, a restrictive covenant will be required to be registered on title of all lots that are affected by reduced side yard building setbacks.

As noted previously, the proposed zoning for mixed use Block 367 provides for a graduated building height ranging from 2 storeys to 5 storeys while side and rear lot line building setbacks will be the greater of 9 metres or the height of the building. Additional details regarding setbacks, buffering and landscaping for Block 367, the proposed elementary school, and the proposed medium-high density residential block will be addressed through Site Plan approval at a later date.

In accordance with typical zoning standards, all single detached and street-fronting row dwellings will be required to provide a minimum of two off-street parking spaces. The Applicant is proposing to provide 1.5 parking spaces per unit (instead of 1.75) for medium-high density residential units and 0.75 spaces per suite for multi-suite residences. These parking standards have become commonplace among many new multi-unit developments.

With respect to overall site landscaping, the Applicant will be required to plant a street tree in front of each single detached unit and each street-fronting townhome, where feasible. Staff acknowledges that in other subdivisions where streetline building setbacks and road allowance widths have been reduced from traditional standards, the City has had some difficulty planting street trees due to homeowners refusing trees and/or conflicts with utilities. As a condition of approval, the Applicant will be required to complete and implement a street tree planting plan that shows proposed street tree planting locations and street cross sections containing boulevard width, utility locations and depth of topsoil to ensure street trees are to be planted in viable locations.

As part of the application, the Applicant submitted a Tree Inventory and Assessment prepared by WSP Canada Inc. (August, 2014, updated March, 2016) which identified trees to be removed from the site and recommended both measures to protect some existing trees in place and a 3:1 re-planting ratio to compensate for trees removed. As a condition of approval, the Applicant will be required to implement the recommendations of the Tree Inventory and Assessment to the satisfaction of the City and the Otonabee Region Conservation Authority.

Additionally, as a condition of approval, the Applicant will be required to prepare and implement a landscaping and planting plan for all compensation plantings to occur throughout the site. In accordance with Section 10.9.3.6.3 of the LLSP, plantings to occur in parkland and open space areas will need to be completed concurrent with the servicing of the development.

vii) Significant Natural/Environmental Features

The subject lands encompass part of the valleyland associated with Jackson Creek as well as an unnamed watercourse along Lily Lake Road. The Parkway Corridor Municipal Class Environmental Assessment (AECOM, February 2014) identified the Jackson Creek Valley as a Significant Valleyland and areas within the valley as Significant Woodland. Sections 2.1.5 and 2.1.8 of the Provincial Policy Statement, 2014 prohibit development or site alteration within or on lands adjacent to (i.e. within 120 metres) of Significant Valleyland and Woodland unless it can be demonstrated that no negative impact will occur on the features and their ecological functions. To address this, the Applicant submitted an Environmental Impact Study (EIS) submitted in support of the development (WSP, July 2014, updated March 2016) which assessed the development's impact on these features and recommended buffers from each. The proposed development, with the exception of any stormwater management pond outlet and trail, is located outside of these features and their buffer areas. As a condition of approval, the stormwater pond outlet and trail will require further assessment to ensure any potential adverse impacts to the natural heritage features are mitigated or remediated.

With respect to the unnamed watercourse at the north limit of the site, the Applicant has delineated the floodplain for this creek and has located all proposed development outside of the floodplain. Additionally, the plan includes a 30m development buffer along the

watercourse and a 15m buffer along a roadside ditch that contributes to the watercourse. As a condition of approval, the Applicant will be required to enhance these buffer areas with additional planting of vegetation.

Where development is proposed in close proximity to the Jackson Creek Valley, Provincial Policy and ORCA regulations prohibit residential development within erosion hazards. Accordingly, the Applicant has assessed the erosion hazard associated with the valley and has ensured that all development is located outside the hazard.

As a condition of approval, the Jackson Creek Valley and woodland, their associated buffers, and the erosion hazard buffer, will be dedicated to the City for open space purposes. Similarly, the floodplain and buffer areas associated with the watercourse and ditch at the north limit of the site will also be dedicated to the City for open space purposes.

viii) Lily Lake Secondary Plan

Generally, staff is satisfied that the proposed draft plan of subdivision is consistent with the intent of the Lily Lake Secondary Plan that was approved by Council in 2014. The subject proposal is one of a number of developments that cumulatively will implement the Secondary Plan on the ground. As staff and Council consider subsequent development proposals in the area, care will need to be taken to ensure that each proposal fulfills the intent of the Secondary Plan.

In addition to the issues already discussed herein, the Lily Lake Secondary Plan identifies other issues to be considered specifically for the Lily Lake Area including development phasing, cultural heritage landscapes, and urban design.

With respect to phasing, it is anticipated that the initial phase of development for this site will focus on the eastern and southern portions of the site, along Street A. This phasing is influenced by the proposed trunk sanitary sewer design and the site grading required to create a gravity-based sanitary sewer system. Generally, it is staff's opinion that phasing must follow availability of services.

As noted previously, transportation network improvement needs will also influence site phasing. Prior to Final Approval of any phase, the City will need to be satisfied that adequate transportation infrastructure either exists or is included in an approved capital budget for construction for each phase.

The Lily Lake Secondary Plan also requires development phasing to have regard for the achievement of the City's residential intensification target of directing 40% of annual residential development to the built-up portion of the city. In conjunction with meeting this target, Provincial Policy also requires the City to maintain enough land to accommodate a minimum 3-year supply of residential units. Presently, the City has insufficient land within registered plans of subdivision or actively developing draft approved plans of subdivision to accommodate this minimum supply. Accordingly, it is staff's opinion that development

of the proposed plan will help to address an existing shortage of residential development land.

As a condition of approval, the City will need to be satisfied prior to Final Approval of each phase that registration of the phase is in keeping with the City's residential land supply obligations and that the phase will not adversely impact the City's ability to achieve its intensification target.

The Lily Lake Secondary Plan requires that the Jackson Creek Valley and Jackson Creek Kiwanis Trail be assessed from cultural heritage perspective to determine whether they should be considered a cultural heritage landscape. As part of the application, a Cultural Heritage Impact Statement (WSP Canada Inc., August 6, 2014) was submitted that concluded that views to the site from the Jackson Creek Valley and the Jackson Creek Kiwanis Trail, particularly at the pink bridge along the trail, have cultural heritage significance. Upon review of the report, the Peterborough Architectural Conservation Advisory Committee commented that, in its opinion, the Jackson Creek Valley would be eligible for designation under the Ontario Heritage Act as a Cultural Heritage Landscape although such a recommendation is not being made at this time.

In accessing the proposed development's impact on the viewshed from the Jackson Creek Kiwanis Trail, the Cultural Heritage Impact Statement notes that the development area (except for a stormwater pond outlet and trail connection) will be located outside of the valley, approximately 120m to 150m away from the trail. Additionally, the report notes that existing vegetation on the valley slope, including a hedgerow at the top of slope, will be maintained. Although it is expected that residential development will not be visible from Jackson Creek Kiwanis Trail, Street J is proposed to be developed with lots along its north side only to provide further separation from the valley.

To help mitigate potential development impacts on the significant viewshed, the Cultural Heritage Impact Statement recommends that tree and vegetation plantings occur along the north side of the trail, adjacent to Jackson Creek, and at the top of the valley if any vegetation has to be removed. As a condition of approval, the Applicant will be required to implement these recommended plantings.

The Lily Lake Secondary Plan envisions Street B developing as a neighbourhood core that integrates local commercial uses and home-based businesses within residential buildings and implements urban design principles that foster a pedestrian oriented, accessible and active streetscape, and multi-modal transportation. To achieve this, the proposed zoning provides flexibility for the inclusion of local commercial uses in the proposed medium density building and also requires the inclusion of residential uses in the proposed commercial plaza site. Additionally, the zoning includes permission for home-based businesses along Street B to have one external employee in an effort to encourage home-based business activity.

In order to foster good urban design, the City has worked with both the Applicant and the owner of the lands to the west to develop a set of principles that are to be used to guide development along Street B:

- Limited driveway access and off-street parking exposure the street;
- Orientation of buildings, building entrances and architectural stylings toward the street;
- Inclusion of both on-street parking and protected cycling opportunities on the street;
- Inclusion of adequate tree-planting along the street;
- consideration for wider sidewalk opportunities coupled with strategically placed street furniture and enhanced pedestrian crossings at intersections and/or trail crossings;
and,
- Decorative street lighting as approved by the City Engineer.

As a condition of approval, the Applicant will be required to prepare and implement a detailed urban design program for Street B, particularly west of Street A, but also including mixed use Block 367, based on the principles described above. The proposed urban design program shall be prepared to the satisfaction of the City's Planner, Urban Design.

Review of Agency and Public Comments Submitted

Agency Comments

i) Utility Services Department

Utility Services staff provided comments on several occasions throughout the application review period. Generally, Utility Services' main concerns relate to transportation, servicing, and stormwater management and have been reflected in the Official Plan review contained in Exhibit E of this report. Other concerns, which are more technical in nature, have been provided to the Applicants for review and action and will be addressed either as conditions of approval or at the detail design stage.

ii) Bell Canada

Bell Canada advises that, prior to commencing any work within the Plan, the Developer must confirm that sufficient wire-line infrastructure is currently available to provide communication/telecommunication service to the plan. In the event that such infrastructure is not available, Bell advises that the Developer may be required to pay for the connection to and/or extension of the existing communication/telecommunication infrastructure. If the Developer elects not to pay for such connection to and/or extension of the existing communication/telecommunication infrastructure, Bell will require the Developer to demonstrate that sufficient alternative communication/telecommunication facilities are available to enable, at a minimum, the effective delivery of communication/telecommunication services for emergency management services (i.e., 911 Emergency Services).

Additionally, Bell Canada advises that the Applicants will be required to grant to Bell Canada any easements that may be necessary for telecommunication services, that in the event of any conflict with existing Bell Canada facilities or easements, the Applicants will be responsible for relocating such facilities or easements, and that this subdivision will be fed using Bell fibre to the home technology.

Bell Canada's requirements are included as conditions of Draft Plan of Subdivision Approval.

iii) Canada Post

Canada Post requires the owner to make satisfactory arrangements for the provision of mail delivery services to the plan and to inform all prospective purchasers, through a clause in all Agreements of Purchase and Sale and on a map to be displayed at the sales office, those lots identified for potential Community Mailbox and/or mini-park locations.

Canada Post's requirements are reflected in the proposed conditions of Draft Plan of Subdivision Approval.

iv) County of Peterborough

The County of Peterborough has requested that the Applicant pay \$30,000.00 to the County as a contribution toward future upgrades of the Lily Lake Road/ Ackison Road intersection that are anticipated in the traffic impact studies prepared in support of the proposed development. The County has also requested that it be given an opportunity to review any new traffic information submitted in support of Lily Lake area development. The County's requests will be reflected as conditions of approval.

v) Enbridge Gas Distribution Inc.

Enbridge Gas Distribution advises that they do not object to the proposed application. Enbridge requests that the Applicant contact their Customer Connections Department for service and meter installation details and to ensure all gas piping is installed prior to the commencement of site landscaping (including, but not limited to: tree planting, silva cells, and/or soil trenches) and/or asphalt paving.

Enbridge notes that if a gas main needs to be relocated as a result of changes in the alignment or grade of the future road allowances or for temporary gas pipe installations pertaining to phased construction, all costs are the responsibility of the Applicant. In the event that easement(s) are required to service this development, the Applicant will provide the easement(s) to Enbridge Gas Distribution at no cost.

Additionally, in the event that a pressure reducing regulator station is required, the Applicant will be required to provide a 3 metre by 3 metre exclusive use location that is within the municipal road allowance.

Prior to the installation of gas piping, road allowances must be graded as close to final elevation as possible. Enbridge's requirements are included in the proposed conditions Draft Plan of Subdivision Approval.

vi) Hiawatha First Nation

Hiawatha First Nation advises that it is in agreement with the recommendations of the archaeological assessment prepared for the site by Northeastern Archaeological Associates dated February 7, 2011. Areas of cultural heritage interest have either been sufficiently documented and recovered or will be protected from development.

The City has received a copy of a letter from the Ministry of Tourism and Culture dated February 18, 2011 acknowledging the archaeological report.

vii) Hydro One Networks Inc.

Hydro One has advised that the proposed development is located within its service territory. Hydro One notes that it has sufficient capacity to supply the development however it does not reserve capacity.

As a condition of approval, the Applicant will be required to make satisfactory arrangements for the provision of electrical service to the development.

viii) Kawartha Pineridge District School Board

Kawartha Pineridge District School Board (KPRDSB) has advised that students generated within this plan will attend Highland Heights Public School (Grades Junior Kindergarten to 8) and Adam Scott Secondary School.

ix) Otonabee Region Conservation Authority

ORCA has provided comments on a number of occasions for this application. In a letter dated July 19, 2016, ORCA recommended that a number of conditions be imposed on the development including:

- proper zoning of environmental features and buffers;
- developer funding toward a comprehensive environmental monitoring plan for the Lily Lake Secondary Plan area;
- permanent fencing between residential and open space areas;
- clear delineation of development areas and installation of appropriate sediment and erosion and control measures prior to any site activity;
- restriction of tree clearing during peak bird breeding season (May 1st to July 31st);
- tree preservation, landscaping and planting plans including compensation tree planting, rehabilitation of disturbed open space areas, and enhancement of open space areas and stormwater ponds;
- Homeowner Natural Systems Stewardship information for future residents;
- Field survey for Foxglove Beardtongue and other natural heritage features to support any work to occur on adjacent lands to the east;
- Delineation of un-mapped watercourses on site (outside of development areas);
- Assessment of the impact of the proposed trail to the Significant Valleyland including tree removals, compensation planting, and erosion mitigation;
- Stormwater management pond outfall to be designed in consultation with a qualified biologist and ORCA;
- Implementation of mitigation measures identified in the Environmental Impact Study and the Tree Inventory and Assessment submitted for the development; and
- ORCA review of final stormwater management plans, water balance, erosion and sediment control plans, and their design.

ORCA's requested conditions will be implemented as conditions of draft plan of subdivision approval.

x) Peterborough Accessibility Advisory Committee (AAC) – Built Environment Sub-committee

The Built Environment Sub-committee of the AAC recommended that trail design in the neighbourhood, particularly along the north-south pedestrian corridor to be developed on adjacent land, should comply with the Recreational Trails section of the Integrated Accessibility Standards Regulation 191/11. For the trail connection from the site to the Jackson Creek Kiwanis Trail, the Sub-committee suggested using a switchback design to minimize the trail's slope. Additionally, the Sub-committee recommended that Playgrounds installed in park areas should comply with the Outdoor Play Spaces section of the Integrated Accessibility Standards Regulation 191/11.

Finally, the Sub-committee recommended that pedestrian walkways be used to make walking routes shorter and more direct and that such walkways should be paved, durable, maintained year-round, and illuminated.

The majority of pedestrian facilities on-site will consist of municipally owned and maintained sidewalks. A walkway is proposed to facilitate access to a planned neighbourhood trail corridor. The details regarding the design and maintenance of this feature will be established by the City at the detailed design stage.

xi) Peterborough Architectural Conservation Advisory Committee (PACAC)

In reviewing an earlier version of the proposed plan, PACAC had made a number of recommendations related to increasing residential in the northern portion of the plan in order to create additional open space/parkland and open street frontage along the top of the Jackson Creek Valley. Subsequently, in comments dated May 6, 2016, PACAC advised that it was pleased to see many of the Committee's recommendations had been incorporated in the proposed plan.

xii) Peterborough Public Health

The Health Unit has made a number of comments on the proposed development including:

- That additional parkland, open space and recreation opportunities should be provided in the plan, particularly in close proximity to higher density areas;
- That enhanced tree cover should be provided in public areas (e.g. streets, parks, open spaces) to capitalize on the numerous benefits that trees provide;
- That the plan should include a streetscape plan that provides safe travel for all roadway users and a sense of physical comfort for diverse users and activities;
- That where on-street cycling facilities are planned, on-street parking should be prohibited and measures should be used to discourage speeding;

- That trails, cycling facilities and sidewalks be planned in conjunction with each other to maximize network connections for all active modes of travel;
- That builders should use “green building practices” to reduce greenhouse gas emissions, increase water and energy efficiency, and reduce water runoff;
- That the development follow current City sidewalk policy and include sidewalks on both sides of the street for all local, collector and arterial roads; and,
- That a multi-use trail linking this subdivision to the Jackson Creek Kiwanis Trail.

Many of these comments have been considered during the review process and posed to the Applicant for consideration. As noted previously, the Applicant will be required to implement an urban design plan that includes streetscape elements for Street B, will implement sidewalks in accordance with City policy, will implement enhanced efficient standards required by the Ontario Building Code, and will implement low impact development standards to reduce water runoff and encourage water infiltration. With respect to parkland, it is staff's opinion that when this site is considered together with plans for adjacent properties, sufficient parkland and recreation opportunities will be provided in the community.

xiii) Peterborough Utilities Commission

PUC requires the owner to enter into a standard servicing agreement for water service. PUC advises that two water feeds will be required to service the site. The routing of these services to the site will be determined at the detailed design stage. Additionally, modeling of the subdivision's water distribution system will be required at detailed design to ensure adequate pressures and flows can be provided by the existing distribution system. Depending on elevations a booster pumping station may be required. If a booster pumping station is required, the developer will be required to ensure the requirements of the Municipal Class Environmental Assessment document are fulfilled. PUC's requirements are included as conditions of Draft Plan of Subdivision Approval.

xiv) Peterborough Victoria Northumberland and Clarington Catholic District School Board (PVNCCDSB)

PVNCCDSB has confirmed they are interested in purchasing the proposed elementary school block based on enrollment needs when the residential development yields sufficient student growth. As a condition of approval, the Applicant will be required to reserve the proposed school block for future use as a school and will agree in the subdivision agreement to not pursue any other land use on that block unless written confirmation is provided by all local area school boards that the site is not required for a school.

xv) Township of Selwyn

The Township of Selwyn did not provide formal comments on the subject application but has noted in comments for the application on adjacent lands the proposal for bikeways

and trail linkages in the planning area and connectivity with adjacent features including the Trans-Canada Trail, Fairbairn Street and Poplar Park. Accordingly, the Township encourages the City to explore opportunities with the Township for safe connections to Township trails from the Lily Lake Secondary Planning area to trail linkages via Eastwood, Andrew and Patricia Streets. Such opportunities can be explored in detail either as part of the detailed design of the Applicant's design of the Street A / Lily Lake Road intersection or as part of the future widening of Lily Lake Road.

Public Responses

i) Conformity with the Lily Lake Secondary Plan

Public comments provided on an earlier version of the proposed plan expressed concern that the initial application and its supporting documents were filed before the Lily Lake Secondary Plan was finalized at the Ontario Municipal Board and therefore may not have addressed the requirements of the final secondary plan. Since that time, the Applicant has amended the draft plan in response to staff, agency and public comments and has also updated supporting studies where necessary. In staff's opinion, the proposed plan and its supporting studies address the requirements of the Lily Lake Secondary Plan.

A key feature of the Secondary Plan is its plan to achieve the minimum density requirements of the Official Plan and the provincial Growth Plan. The Lily Lake area is to be planned to achieve an average overall density of 50 residents and jobs per hectare. Based on an earlier version of the plan, some have expressed concern that the proposed plan would not meet this target. In staff's opinion, the proposed plan provides a range and mix of housing types and densities that will facilitate meeting this target in the Lily Lake Area. Independent of this application, the City will be amending its Zoning By-law in the near future to permit secondary suites as directed by the Planning Act. Once this measure is put in place, opportunity will become available to introduce additional density into the Lily Lake community as it develops.

An additional feature of the Secondary Plan is its direction to establish Street B as a Neighbourhood Core across both this plan and the proposed draft plan to the west. The core is to consist of a mix of higher density residential and commercial uses and other community uses built with high quality urban standards in order to foster a pedestrian and transit friendly centre that can serve daily needs for the neighbourhood. Some members of the public had expressed a desire to ensure that the zoning along this street would accommodate both residential and commercial uses along its full extent, that the school site be zoned with flexibility to accommodate other institutional or public uses should a school not develop, and that urban design guidelines be established for the street that are subject to public review as opposed to only staff review.

The proposed zoning by-law attached to Report PLPD16-077 as Exhibit B provides flexibility for a mix of residential and commercial uses along most of the frontage of Street B. In particular, the zoning will require a mix of residential and commercial uses at the

northeast corner of Streets A and B, and provides opportunity for a variety of housing forms together with commercial uses at the northwest corner of the same intersection. The proposed school site is zoned to permit a variety of institutional and public service uses as well as residential uses. Furthermore, additional flexibility is proposed with respect to employees at home based businesses along the south side of Street B, west of Street A. In staff's opinion, the proposed zoning implements the mixed use intent of the Secondary Plan.

With respect to urban design, the Applicant and City staff have developed a number of principles that the Applicant will be required to use to develop an urban design program for Street B. These principles, which are reflected in the proposed conditions of draft approval, are available for public scrutiny through this report. Presently, the recommended conditions of draft plan approval do not require further public consultation on the final urban design program. However, if Council deemed it desirable to require public consultation on the development of the final urban design program, that consultation could also be required as a condition of draft plan approval. The final urban design program will need to be prepared to the satisfaction of the City's Planner, Urban Design.

ii) Urban Design and Sustainability

Generally, the public has expressed a desire for the Lily Lake area to employ the highest and best standards of planning and design to foster an intensive, complete and sustainable community. Some have suggested that the plan should promote food security by supporting community gardens, backyard agriculture, and zoning for local food facilities, should include measures such as grey water recycling, solar panels on residential rooftops, and solar powered streetlights, and should implement urban design guidelines all areas of the remainder of the plan.

In staff's opinion, the proposed plan has been developed to foster a high standard of intensity, completeness, and sustainability given its mix of uses and densities, support for transit and active transportation, its use of innovative stormwater management techniques for maintaining natural hydrology, and its protection of natural heritage features. The proposed zoning would allow for local food stores, community gardens and backyard agriculture. Grey water recycling and rooftop solar panels, while not a municipal requirement, could be implemented by builders should homebuyers wish to incorporate those technologies into their homes. As part of this development, LED (light-emitting diode) technology will be used for streetlighting.

With respect to urban design, staff has opted to not recommend urban design guidelines for areas of the site beyond Street B. Instead, these streetscapes will be shaped by the City's standards for street design and tree planting, and zoning regulations for building setbacks and driveway access. In staff's opinion, it is more appropriate to require urban design guidelines for Street B than other areas of the plan because Street B is intended

to be developed with a unique intensity and mix of uses that requires an enhanced degree of urban design.

iii) Natural Environment, Open Space and Parkland

Some comments have been received questioning the rigor of the EIS submitted in support of the development while others have questioned the impact that development will have on the Jackson Creek Valley and views to and from the valley. Following receipt of initial comments from the City and ORCA regarding the EIS, the Applicant submitted an updated EIS. Based on the natural heritage advice provided by ORCA, staff is satisfied that sufficient environmental investigation has been conducted to support draft plan approval. With respect to the valley-top, the proposed plan has been adjusted from its original version to keep residential dwellings away from that part of valley-top that is visible from the Jackson Creek Kiwanis Trail. Overall, staff is satisfied that the proposed plan is respectful of the valley and its views.

One comment expressed a desire for habitat linkages, stormwater management, environmental and trail features to be achieved on site rather than on adjacent properties. The proposed plan is part of the larger Lily Lake Secondary Plan and is therefore expected to be planned in conjunction with adjacent properties to fulfill that plan. Although stormwater management is to be addressed completely on-site, elements such as trails and habitat linkages must be coordinated with adjacent properties. Staff is satisfied that the proposed plan sufficiently protects the habitat corridor associated with Jackson Creek Valley and provides sufficient opportunities for connecting trails to adjacent properties and areas.

Some people have requested that trails be provided along the entire length of the Jackson Creek Valley-top in the Lily Lake area and along the north limit of the development area, parallel to Lily Lake Road. Although staff is now contemplating that a trail facility would be included as part of the future widening of Lily Lake Road, staff is satisfied that the proposed plan maintains the ability to provide these facilities. As part of the City's approval of neighbouring developments, care will be needed to ensure the continuity of these facilities.

Additionally, some have expressed a desire to see stormwater management ponds landscaped as community amenities and have raised concern about locating commercial property adjacent to planned parkland. With respect to stormwater management ponds, the Applicant will be required to prepare a landscaping plan for the proposed ponds as a condition of approval. With respect to the relationship between commercial development and parkland, both parkland and local-scale commercial development are permitted in residential areas. The Official Plan does not contemplate a strict separation of these uses.

The proposed mixed use commercial site, Block 367, is located adjacent to land that is identified in the Lily Lake Secondary Plan as parkland. Block 367 is contemplated to

contain a mix of commercial and higher density housing. In staff's opinion, having parkland next to such a use is beneficial because it provides residents with easy access to outdoor recreation opportunity. Elsewhere in the community, parkland is located immediately behind Brookdale Plaza and the plaza at Marina Boulevard and Water Street, and is planned to be located directly across the street from a commercial site in Mason Homes' developing subdivision off Chemong Road.

Concern has also been raised about the plan's proposal to locate higher density housing adjacent to open space areas. Specifically, some people are concerned that locating higher density housing next to open space will encourage residents to encroach and dump in the open space area. In staff's experience, the likelihood of encroachment and dumping in open space areas is not related to the density of the housing nearby. To help guard against these activities, the Applicant will be required to install fencing along the mutual boundary between private property and public open space. Where dumping is an ongoing concern, the City could investigate the activity pursuant to its littering by-law.

iv) Housing Mix

Some people have questioned the plan's ability to house older adults throughout their entire lifetime and have suggested that the site should be zoned to allow for collective housing, lot consolidation, and flexible building setbacks that facilitate co-housing arrangements. In staff's opinion, the plan provides for a variety of housing types that could fulfill one's housing needs throughout their lifetime. The proposed zoning for medium-high density residential Block 366 would permit a nursing home and a multi-suite residence in addition to an apartment dwelling. Similarly, this block could also permit co-housing arrangements, albeit at a fairly high density, if desired.

v) Impacts on Neighbouring Properties

Some people have expressed concern about potential flooding impacts on adjacent properties, about a lack of planning for servicing of adjacent properties, about potential impacts on existing well users, about potential dust and noise impacts, and about the impact that multi-storey buildings will have on adjacent properties.

Through the detailed design process, the Applicant will be required to prepare and implement a stormwater management plan that will protect against off-site flooding impacts caused by the development. Accordingly, in staff's opinion, adjacent properties will not be subject to additional flood risk as a result of the development.

Some people noted that the proposed plan does not provide sanitary service to existing unserviced lots in the area (i.e. along Lily Lake Road), nor does its grading contemplate the servicing of adjacent lots in the future. Generally, the site is intended to be graded to facilitate the future servicing of most of the adjacent checkerboard subdivision lands to the east. Such services would be installed by any developer of the checkerboard subdivision in the future. Staff acknowledges that some of the adjacent checkerboard subdivision lands, and some existing lots along Lily Lake Road, may not be able to

access services through the proposed subdivision without the use of a pumping station and may therefore be required to find alternative servicing solutions for the long term.

Generally, development proponents are not required to install municipal services for neighbouring properties nor does the City install services for unserved properties. Instead, such an expense would be borne by those who are seeking installation of the services. Where grades with the proposed plan preclude the possibility to extend services to adjacent lands, future development proponents on those lands will be required to investigate options for servicing.

With respect to impacts on nearby wells, the Applicant has completed geotechnical and hydrogeological that assesses risk to existing well users in the area. According to these studies, the development is not expected to impact existing wells since the site is generally downgradient of existing wells. Notwithstanding this, the City is unable to guarantee that existing wells will not be impacted by the proposed development. Therefore, in order to provide protection of health and safety for nearby wells users, staff has recommended that the Applicant establish a well monitoring program to assess any potential well impacts pre-, during and post-development.

If it can be conclusively demonstrated that the proposed development has adversely impacted groundwater quality or quantity to the point where affected residents' wells become unsuitable for continued use either due to health, safety, or quantity concerns, the City would have an obligation to ensure a safe and adequate supply of water is made available to impacted residents in keeping with Sections 2(f) and 2(o) of the Planning Act. The proposed monitoring program as noted above will provide the means for the City to assess the impacts that the development has on area wells.

Some area residents have expressed concern that their property and quality of life will be impacted by dust and noise during construction. Unfortunately, dust and noise are inevitable consequences of development. Typically, developers in Peterborough are required to do all things "reasonably necessary" to protect both residents of the subdivision and neighbours from dust, noise, building debris, mud and traffic. Developers and home builders must conduct operations in accordance with the City's noise by-law, and are subject to regular inspections by staff to ensure the site is being maintained to City expectation.

Where it is discovered that dust conditions on site are unacceptable, the City may order the developer to address the issue and/or step in to rectify the issue and complete any necessary work at the developer's expense. To help cut down on the length of time that dust impacts the area, developers are typically required to seed any vacant lots left after a certain period of time (typically 3 to 5 years) and all temporary topsoil stockpiles are to be seeded.

Finally, one resident has expressed concern that the proposed mixed use commercial/residential block (Block 367) will adversely impact adjacent properties by

casting shadows. At the time the comment was made, the plan had proposed a three storey building on this block. Presently, however, to facilitate meeting the City's density target objectives, the plan is proposing buildings up to five storeys on this block. Block 367 abuts a residential property at 839 Lily Lake Road. Because of the area's drumlin topography, Block 367 is located approximately 3 metres (at the mutual property line) to 8 metres higher than the existing home at 839 Lily Lake Road.

To mitigate potential shadow impacts, the proposed zoning requires a minimum building setback of 9 metres (30 feet) or the height of the building from the adjacent residential property. Additionally, as previously described, the maximum building height is proposed to vary across the site, from 2 storeys (typical for low density residential development) within 15 metres (50 feet) of the residential property line, to 3 storeys in the next 15 metres from the property line, to 5 storeys beyond 30 metres from the residential property line. Generally, staff anticipates that the majority of building mass on Block 386 will be located closer to Streets A and B in order to meet the urban design objectives of the Lily Lake Secondary Plan.

Based on building setback and height regulations used for medium and high density developments elsewhere in the City, staff believes that any buildings to be built on Block 386 will be adequately setback from the adjacent residential property to protect against shadowing. However, as an added measure of protection, any development on Block 386 will be subject to site plan approval which will address issues such as fencing, tree planting and landscaping, lighting, building location and orientation and parking.