



City of  
**Peterborough**

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**To:** **Members of the Planning Committee**

**From:** **Jeffrey Humble, Director, Planning and Development Services**

**Meeting Date:** **July 17, 2017**

**Subject:** **Report PLPD17-033  
Draft Plan of Subdivision Application 15T-17502  
Trent Research and Innovation Park  
Part of 3900 Nassau Mills Road**

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## **Purpose**

A report to evaluate the planning merit of a Draft Plan of Subdivision application for the Trent Research and Innovation Park located on part of the property at 3900 Nassau Mills Road.

## **Recommendation**

That Council approve the recommendation outlined in Report PLPD17-033 dated July 17, 2017, of the Director, Planning and Development Services, as follows:

That Draft Plan of Subdivision Approval for Plan 15T-17502, Project No. 16-069, Sheet No. SP-1 dated April 20, 2017 and revised April 24, 2017 by Brook McIlroy Inc., be granted, subject to the Conditions of Draft Plan Approval attached to Report PLPD17-033, as Schedule 1.

## **Budget and Financial Implications**

Development of the Trent Research and Innovation Park will require ongoing municipal investment to ensure that adequate municipal services are in place to support future employment growth. An external services program has commenced which involves upgrading of parts Pioneer Road and Part of Nassau Mills Road to provide external

servicing to the Park. This work has an approved capital budget of \$6,740,000 and is being administered by the Utility Services Department.

The granting of Draft Plan of Subdivision Approval for the Research Park will allow the City to commence the detailed design and ultimately construct the internal servicing of the site.

Presently, \$1,500,000 is included in the 2017 Capital Budget for this project along with an additional \$1,460,000 that was approved prior to 2017. It is anticipated that additional money will be requested in the 2018 and 2019 Capital Budgets to support the internal servicing, lot grading and common elements within the Research Park. The total estimated cost for the internal servicing of the Research Park is approximately \$9,000,000.

Over time, the City's capital cost investment in the Research Park will be recovered from ground lease payments received from Research Park tenants. Once the City's capital costs are recovered, the University will receive the full ground lease payments.

Development within the Research Park will be subject to the City's Development Charge By-law with the acknowledgement that much of the anticipated development will currently fall under the DC exemption for many industrial uses.

On an ongoing basis the roads and common elements, not under a ground lease, will be maintained by the City and supported by municipal taxes generated from development within the Research Park. The roads will be dedicated as public streets and operated as such.

## **Background**

The Trent Research and Innovation Park is a master planned employment park that is intended to become Canada's premier green technology research and innovation site, hosting a cluster of companies and start-up enterprises in the fields of clean technology, environmental services, advanced material sciences biotechnology, medical and health products, agri-food and agri-business, and information and communications technologies.

The Research Park is located on approximately 34 hectares (85 acres) of land situated on the north side of Pioneer Road and the west side of the Ninth Line of Douro. The site is approximately 200 metres east of Trent University's University's DNA Buildings, Life and Health Sciences Complex, and East Bank Drive. The lands, which are owned by Trent University and are intended to remain in the University's ownership, are part of a much larger property that is owned by Trent University that extends north to the intersection of Douro Ninth Line and Nassau Mills Road.

The development area is bounded by Pioneer Road to the south, the Ninth Line of Douro to the east, Trent University land that is currently under agricultural use to the north, and the urban portion of Trent University's Symons Campus to the west. Thompson Creek North runs adjacent to the southeast corner of the site.

For many years Trent University had contemplated the establishment of a research park as an extension of the Trent Campus. Trent University's Endowment Lands Plan (2006) identified an 85 acre tract of the campus east of the original DNA buildings on the north side of Pioneer Road as the preferred location for an Innovation/Research and Development campus. The Trent Lands Plan (2013) confirmed this strategic direction and the preferred location.

In 2014-2015, the City and University engaged in a number of conversations to move the idea of a research park to implementation. These conversations ultimately led to the execution of a Memorandum of Understanding between the University and the City in November 2015 which established a partnership for bringing the Trent Research and Innovation Park to fruition. Through this relationship, the essence of which is described in Report PLPD17-032 dated July 17, 2017, the City has committed to:

- enter into a long-term lease with Trent University for the land;
- bear responsibility for the planning of the Research Park and the development of roads and services throughout all phases of the Research Park and to rough grade building sites for prospective tenants;
- process a Draft Plan of Subdivision to establish an initial lot and road pattern for the Research Park; and
- sub-lease parcels of land to individual tenants.

It is anticipated that the City will construct TRIP in phases based on market demand for sites within the park. The initial phase of development will focus on completing part of the primary street into the site from Pioneer Road. Registration of a plan of subdivision on the site will create parcels of land that can then be further subdivided by the City in the future to suit particular tenants' needs. The sub-leasing of individual parcels to tenants will be the responsibility of the City with general oversight by a Management Committee comprised of two City and two University administrative offices and the development of individual parcels will require Site Plan Approval from the City.

In 2016, Council amended the Official Plan and Zoning By-law to provide both policy recognition of the employment potential that universities and colleges have and a broader range of permitted uses for the Research Park lands. Presently, the City is moving forward with a draft plan of subdivision and concurrent with the consideration of this report, the City is also moving forward with the adoption of a Master Plan for the

Research Park (Report PLPD17-032 dated July 17, 2017) to help guide the planning and development of the Park over time.

The draft plan of subdivision submission was prepared on the City's behalf by a team of consultants including Brook McIlroy (planners, landscape architects) and D.M. Wills (engineering, environmental services).

Presently, the land is vacant and has historically been used for agricultural purposes. The land is designated as Major Institution on Schedule A – Land Use of the Official Plan and is recognized as Built Boundary on Schedule A1 – City Structure of the Official Plan.

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 City would be permitted to register the plan with the Land Registry Office and to begin leasing individual lots.

## **Proposed Draft Plan of Subdivision**

As illustrated in Exhibit A attached hereto, the City is proposing an employment subdivision consisting of four large blocks of land together with four internal streets, two stormwater management ponds, and easements for servicing.

The proposed local streets vary from 26m (85 feet) wide to 29m (95 feet) wide. The internal street network consists of a primary street, Street A that will extend through the centre of the park from Pioneer Road to Ninth Line. A secondary street, Street D, will run west of, and parallel to, Street A. Streets A and D will be connected by two shorter streets, Streets B and C. The plan also preserves the ability extend Street B to the north and to develop an additional street, Street E, that could connect to East Bank Drive.

<b>Land Use Summary</b>		
<b>Land Use</b>	<b>Lot/Block No.</b>	<b>Area (ha)</b>
Research and Technology Park Employment	Blocks 1 to 4	23.49
Roads	Streets A, B, C and D	5.53
Easement for Stormwater Management	Easements C and E	2.46
Easement for Sanitary and Water Servicing	Easements B and D	0.61

Presently, the City of Peterborough is upgrading sections of Nassau Mills Road and Pioneer Road to extend watermain, sanitary sewer, hydro, gas, and telecommunications to the TRIP site. Once this work is complete, an internal water distribution system will be developed that connects to both a watermain within Pioneer Road and an existing watermain at East Bank Drive while two sanitary sewer connections will be made to a sanitary sewer within Pioneer Road.

Stormwater within the site is to be controlled by a combination of Low Impact Development technologies (i.e. water infiltration and treatment facilities) within individual lots and two dry stormwater ponds. Stormwater runoff will be conveyed to these facilities using roadside ditches. Prior to final approval, a detailed stormwater management report will be required to the satisfaction of the City Engineer and the Otonabee Region Conservation Authority.

As part of the current reconstruction of Pioneer Road, the City is installing a concrete sidewalk on the south side of Pioneer Road and a multi-use trail on the north side of Pioneer Road as well as new street lighting on Pioneer Road. To facilitate this road work, a 5.18 metre (17 feet) road allowance widening is required along both sides of Pioneer Road, between Nassau Mills Road and Ninth Line. The required road widening from the TRIP is identified in the conditions of approval.

Aside from these road improvements, additional external road improvements are currently not planned as part of the City's TRIP construction program. Notwithstanding this, the City is currently conducting a Class Environmental Assessment for the immediate vicinity that will address, among other things, the need for road improvements in the Nassau Mills Road and Water Street area to address emerging traffic congestion and anticipated future traffic needs in the area.

Within the Research Park, the TRIP Master Plan identifies an extensive trail system consisting of trails along all public streets, trails along numerous hedgerows and near the proposed stormwater management facilities, and three trail connections to the existing campus. To maintain consistency with the City's sidewalk policy, all streets within the

plan that are to become public roadways (Streets A, B, C and D) will also include a sidewalk on one side to complement the trail on the other side. Additionally, all streets will include a swale and planting zone between the roadway and the trail/sidewalk facilities.

As part of the application submission, D.M. Wills has prepared a Natural Heritage Evaluation of the TRIP site and its immediate surroundings. Through that work, it was determined that potential habitat for species at risk exists both on site and on adjacent lands. To address the potential impact that the development of the TRIP could have on species at risk, D.M. Wills has recommended a number of mitigation measures that will be implemented as conditions of approval and is currently conducting an additional Species at Risk survey.

Under Section 51 of the Planning Act, the City can require up to 5% of the land devoted to major institution to be conveyed to the City for parkland dedication. Alternatively, where the dedication of parkland is not desired, the City can collect cash-in-lieu of parkland dedication. With an area of approximately 34 hectares, the City can require approximately 1.7 hectares (4.2 acres) of parkland dedication within TRIP. The TRIP Master Plan identifies approximately 2.9 hectares (7.2 acres) of land within the park that will be set aside for trail development and hedgerow protection. These lands will more than satisfy the parkland dedication requirement for the Research Park.

## **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 1.1.1 notes that healthy, liveable and safe communities are sustained by (among other things):

- Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- Accommodating an appropriate range and mix of residential, employment, institutional, recreation, park and open space, and other uses to meet long-term needs; and,
- Promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.

Additionally, the PPS requires municipalities to promote economic development and competitiveness by:

- Providing for an appropriate mix and range of employment and institutional uses to meet long-term needs;
- Providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses; and,
- Ensuring necessary infrastructure is provided to support current and projected needs.

Presently, the City's inventory of serviced industrial land is exhausted. The development of TRIP will alleviate this issue in part and will allow the City to promote economic development that capitalizes on the research strengths of Trent University to the benefit of the region. The intended uses for TRIP are, for the most part, uses that would not be attracted to a traditional employment park but are instead attracted to TRIP due to their affinity to Trent University and the research functions occurring at the University.

In accordance with the Research Park's Master Plan, TRIP is to be developed as a model of sustainability using advanced green technologies, particularly with respect to stormwater management, that will enable the park to be more resilient to the effects of climate change compared to traditional employment parks. Generally, it is staff's opinion that TRIP is consistent with this direction of the PPS.

The City's consulting team is currently evaluating wetlands located near the TRIP site. While no wetlands are located within the proposed development, there are unevaluated wetlands located on lands adjacent to the TRIP, south of Pioneer Road and east of Ninth Line. Additionally, the City's consulting team is also assessing the site for the presence of Species at Risk as identified under the Endangered Species Act, 2007. The PPS prohibits development and site alteration within Provincially Significant Wetlands and within the habitat of endangered and threatened species. As a condition of approval, the City will ensure that any recommended measures for the development to address wetland and species at risk protection will be implemented.

### **Growth Plan for the Greater Golden Horseshoe, 2017**

Any decision on the proposed Draft Plan must conform with the Growth Plan for the Greater Golden Horseshoe, 2017 (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 delineated Built-up Area as defined in the Growth Plan.

When considering Employment, the Growth Plan states that economic development and competitiveness will be promoted by:

- Ensuring the availability of sufficient land, in appropriate locations, for a variety of employment to accommodate forecasted employment growth;
- Planning to better connect areas with high employment densities to transit; and,
- Integrating and aligning land use planning and economic development goals and strategies to retain and attract investment and employment.

As noted previously, the City's inventory of serviced industrial land is currently exhausted. TRIP provides an opportunity to expand upon the significant employment base that is currently housed at Trent University. The Park will capitalize on assets already present on campus including specialized research capability, student and employee services, and enhanced transit service. The Park will also facilitate the growth of the University as a centre of research and innovation and will allow for the retention and cultivation of business opportunities that spawn from the University. In staff's opinion, TRIP represents a unique opportunity for the alignment of land use planning and economic development goals.

With respect to stormwater management, the Growth Plan requires the site to utilize an integrated treatment approach to minimize stormwater flows and reliance on stormwater ponds and to establish planning, design, and construction practices to minimize vegetation removal, grading and soil compaction, sediment erosion, and impervious surfaces. As outlined in the TRIP Master Plan, Low Impact Development infrastructure is to be incorporated throughout the park to provide water quality treatment and to reduce the demand on the storm drainage system. The two stormwater pond areas in the park are to be designed as dry ponds that manage peak flows while also supporting biodiversity.

Additionally, TRIP is to follow a landscape-led design strategy that maintains natural features and the existing topography to the greatest extent possible. Where trees are to be removed on-site, the development will provide for their replacement at a 3:1 ratio such that the site will achieve an overall net increase in the number of trees.

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

## **Official Plan**

The subject property is designated "Major Institution" by Schedule 'A' - Land Use of the Official Plan. This designation was updated in 2016 to provide greater recognition of the employment opportunity that post-secondary education institutions provide. Uses permitted within the Major Institution designation as it pertains to Trent University include:



- Post-secondary educational institutions including academic and administrative facilities;
- Residential uses, where they are intended to provide accommodation for persons associated with academic and research uses;
- Cultural and Recreational uses that support the Major Institution as well as the general public;
- Research and development facilities;
- Manufacturing and employment uses that are related to a research and development facility; and,
- Complimentary uses, such as convenience retail, small scale office, service commercial, financial and personal service uses may also be permitted provided those uses primarily serve the needs of those persons associated with the Major Institution.

No changes to the Official Plan are required to support TRIP.

## **Zoning By-law**

The subject lands are currently zoned UC.1 – University and College Enhanced District 1. This zoning district was established in 2016 to extend the uses already provided by post-secondary institutions and to provide opportunity to expand upon the academic and administrative facilities of the Trent University and Sir Sandford Fleming College campuses.

No changes to the Zoning By-law are required to support TRIP.

## **Responses to Notice**

### **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 May 8, 2017. Additionally, notice of the Public Meeting was provided to the prescribed agencies on June 16, 2017.

Agency comments were received from: the County of Peterborough; Curve Lake First Nation, Enbridge Gas Distribution Inc.; Hydro One Networks Inc.; Peterborough Public Health, Peterborough Utilities Services Inc., the Township of Douro Dummer, the Utility Services Department, and the City's Accessibility Compliance Office.

The County of Peterborough advised that it had no comments with respect to the proposed application however it did note that no information was received to assess traffic impacts. In a reply dated June 9, 2017, staff advised the County that traffic impacts will be addressed through the Class Environmental Assessment that is ongoing in the area.

Curve Lake First Nation advised that the proposed project is located within the Traditional Territory of Curve Lake First Nation which is incorporated within the Williams Treaties Territory and is the subject of a claim under Canada's Specific Claims Policy. Curve Lake First Nation also requested additional information to indicate how the project will address the following areas that are of concern to their First Nation: possible impact to drinking water; endangerment to fish and wild game, impact on Aboriginal heritage and cultural values; and impacts to endangered species; lands; savannas etc. In a reply dated June 29, 2017, staff provided additional information to Curve Lake First Nation to address this enquiry.

Enbridge Gas Distribution Inc. advised that it has no objection to the proposed development.

Hydro One Networks Inc. advised that it has no comments or concerns.

Peterborough Public Health applauds the use of Low Impact Development techniques for managing stormwater and has offered their support for participating in any evaluation measures that may be developed for assessing the effectiveness of these facilities. Additionally, Peterborough Public Health has requested that the streets be designed using complete streets principles as required by the Growth Plan for the Greater Golden Horseshoe, 2017. Generally, streets within the park will utilize complete streets principles that facilitate accessibility for all travel modes. With respect to Low Impact

Development, measures to assess their effectiveness can be established through the detail design of the TRIP.

Peterborough Utilities Services Inc. (PUSI) advised that development charges and/or frontage charges will apply for water services and that Peterborough Distribution Inc. has an active project to provide an electricity supply to the TRIP along Pioneer Road. PUSI also advised that it is preferred to have a looped electricity supply between Street A and Easement B to allow for a higher level of service reliability within the development. The details of the electrical supply will be determined at the time of detailed design.

The Township of Douro Dummer has requested that a condition be included in the approval of the TRIP to require the City to negotiate with the Township on upgrades to Douro Ninth Line at the point in time that access to Douro Ninth Line is required. Staff has no objection to this request.

Utility Services staff has requested that a separate hydrogeological report be prepared for the site to complement the geotechnical investigation that has been prepared. This requirement can be addressed as a condition of draft plan approval. Additionally, Utilities Services has provided a number of technical comments that will be addressed by the City's engineering consultant as part of TRIP's detailed engineering design.

The City's Accessibility Compliance Office has made a number of suggestions for ensuring the development better accommodates the mobility needs of persons with disabilities. Staff will work with the City's engineering consultant to ensure that the site complies with applicable accessibility standards.

## **Summary of Public Responses**

A Notice of Complete Application and Public Meeting was published in the Peterborough Examiner on June 19, 2017 in accordance with the Planning Act.

Additionally, a Notice of Public Meeting was mailed to all property owners within 120 metres of the subject property on June 16, 2017. To date, no comments have been received from the public on the proposed draft plan of subdivision.

## **Summary**

Approval of the proposed Draft Plan of Subdivision is recommended for the following reasons:

- The Draft Plan of Subdivision will help the City to realize an integrated land use planning and economic development goal to retain and attract investment and employment to the benefit of the region;

- The Draft Plan of Subdivision will allow the City to continue to fulfill its commitment to developing the Trent Research and Innovation Park as described in a Memorandum of Understanding with Trent University;
- The Draft Plan of Subdivision will fulfill a need for employment land within the City;
- The Draft Plan of Subdivision will implement the existing Official Plan designation and Zoning on the lands;
- The Draft Plan of Subdivision is consistent with the Provincial Policy Statement, 2014 and the Growth Plan for the Greater Golden Horseshoe, 2017;
- All of the matters which must be considered according to Section 51(24) of the Planning Act have been addressed or will be addressed through the Conditions of Draft Plan Approval; and,
- The Conditions of Draft Plan Approval will ensure that all of the concerns of the commenting agencies will be addressed and work completed prior to Final Approval.

Submitted by,

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**Attachments:**

Schedule 1 – Conditions of Draft Plan of Subdivision Approval

Exhibit A – Draft Plan of Subdivision 15T-17502

Exhibit B – Land Use Map

Exhibit C – Notice of Public Meeting

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**Schedule 1**  
**Draft Plan of Subdivision Application 15T-17502**  
**City of Peterborough**  
**Part of 3900 Nassau Mills Road**  
**File Number 15T-17502**

**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-17502 are as follows:

**Identification**

1. That this approval applies to the Draft Plan of Subdivision 15T-17502, Project No. 16-069, Sheet No. SP-1 dated April 20, 2017 and revised April 24, 2017 by Brook McIlroy Inc., which shows the following:

Lot/Block No.	Land Use
Blocks 1 to 4	Research and Technology Park Employment
Easements C and E	Stormwater Management
Easements B and D	Servicing Corridor
Streets A, B, C and D	

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.

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7. That temporary turning circles be established at the termination of road allowances as directed by the City of Peterborough.
8. That if deemed necessary by the City Engineer due to project phasing, the Owner shall 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.
9. That prior to Final Approval, the Owner shall agree in the Subdivision Agreement to construct sidewalks and/or a combination of sidewalks and multi-use trails along both sides of all streets in accordance with the City's Sidewalk Policy.
10. That a 5.18 metre road allowance widening be conveyed to the City of Peterborough along the entire Pioneer Road frontage at no cost to the City.
11. That a 12.0m by 8.0m daylighting triangle be provided at both sides of the intersection of Pioneer Road and Street 'A' and that a 8.0m by 8.0m daylighting triangle shall be provided on both sides of the intersection of Street 'A' and Douro 9th Line.

**Other Municipal Conditions**

12. That the Plan shall be phased to the satisfaction of the City of Peterborough.
13. That Easements C and E be sized to the satisfaction of the City Engineer and granted in favour of the City of Peterborough for stormwater management purposes.
14. That Easements B and D be sized to the satisfaction of the City Engineer and granted in favour of the City of Peterborough for servicing purposes.
15. That parkland, or cash-in-lieu of parkland, be conveyed to the City in accordance with the Planning Act and Official Plan policy.
16. That a trail system be constructed through the site and to adjacent lands in accordance with the Trent Research and Innovation Park Master Plan and the delineation, impact assessment and evaluation (as per the Ontario Wetland Evaluation System) of the wetland features present on the site. 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.

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17. That all the requirements, financial and otherwise, of the City of Peterborough concerning the provision of roads, installation of services and drainage be satisfied.
18. That such easements or lands 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.
19. That topsoil be placed throughout the site that meets the City’s Engineering Design Standards (March 2016, as amended) to the satisfaction of the City Engineer.
20. Prior to Final Approval, the an overall Composite Utility Distribution Plan that allows for the safe installation of all utilities, including required separation between utilities, driveways, Low Impact Development (LID) features, and street trees shall be prepared 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. All streets and services shall be constructed in accordance with the approved composite utility plan and all builders/tenants shall be advised of the approved composite utility plan requirements and standards in writing.
21. That a Capital Asset Table be prepared 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.
22. That prior to Final Approval, the City Engineer must have reviewed and approved geotechnical and hydrogeological reports that assess soil types, utility and road construction, seasonally high ground water levels, in-situ field testing of soil infiltration rates, and impacts to adjoining wells. Additionally, the reports shall include a pre- to post-development site water balance.
23. That the a sign be erected to the satisfaction of the City depicting the approved plan of Subdivision and zoning within 90 days of the date of Draft Plan Approval.
24. That all Agreements of Purchase and Sale or Lease include a clause to advise purchasers/lessees that they will be responsible for the design and construction of private on-site Low Impact Development Features that will be designed for the infiltration of a minimum of 30mm of rainfall as part of the Site Plan Approval



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process. The Site Plan Agreements for the individual parcels within the development shall contain wording that the owners/lessees are responsible for monitoring and maintaining the LID features and shall forward reports in this regard to the City Engineer on an annual basis.

25. That a restrictive covenant be registered on title to advise prospective tenants of the location and function of any Low Impact Development stormwater management features that are established on sub-leased property and to advise of any tenant obligations for maintaining the features.
26. That the City shall enter into an agreement with the Peterborough Utilities Commission for the provision of water service.
27. That the City shall make satisfactory arrangements, including the execution of an agreement where necessary, with Peterborough Distribution Inc. or Hydro One Networks Inc., as applicable, for the provision of electrical service.
28. That prior to Final Approval, an Archaeological Assessment of the TRIP site shall be completed to the satisfaction of the City and the Ministry of Culture, Tourism and Sport. Furthermore, any recommendations arising from the approved report shall be implemented to the City's satisfaction.
29. That prior to final approval, the existing tree and canopy edges described in the Tree Inventory, Preservation and Planning Report prepared by Treescape dated April 2017 be located by field survey to sub-metre accuracy and that the tree protection measures noted in the report be implemented to the satisfaction of the City. Additionally, a Butternut Assessment shall be undertaken with the trees in full leaf to confirm whether Butternut trees are present on site.

**Other Agency Conditions**

30. That the City agree to not undertake any clearing, grading and grubbing of the site during the main bird breeding season of May 1<sup>st</sup> to July 31<sup>st</sup> to the satisfaction of the Otonabee Region Conservation Authority and the City.
31. That the boundary of the development envelope be clearly delineated 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

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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.

32. That prior to Final Approval, a landscaping and vegetation planting plan shall be prepared 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;
- ii) Details for plantings to compensate for trees to be removed from the site as discussed in the Tree Inventory, Preservation and Planning Report prepared by Treescape once approved. Compensation shall be provided at a ratio of 3 new trees for every tree removed as described in the Trent Research and Innovation Park Master Plan, 2017;
- iii) Details for enhancing open space areas and communal amenity areas within the Trent Research and Innovation Park;
- iv) Details for landscaping associated with stormwater management and low impact development facilities;
- v) Details for the timing of all plantings; and,
- vi) Details for monitoring the survival of all plantings.

All recommended plantings shall consist of native plants and trees.

33. That prior to Final Approval, the City shall submit a delineation, impact assessment and evaluation (As per the Ontario Wetland Evaluation System) of adjacent wetland areas and a Species at Risk Survey to the satisfaction of the City, Otonabee Region Conservation Authority, and the Ministry of Natural Resources and Forestry. Any recommended buffers and mitigation measures shall be implemented to the satisfaction of the City, Otonabee Region Conservation Authority, and the Ministry of Natural Resources and Forestry.

34. That the mitigation measures recommended in the Trent Research and Innovation Park Natural Heritage Evaluation prepared by D.M. Wills dated April 2017 and the required wetland delineation, impact assessment and evaluation be implemented to the satisfaction of the Otonabee Region Conservation Authority and the City.

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35. That the outfall for all stormwater management facilities be designed in consultation with a qualified biologist, the Otonabee Region Conservation Authority and the City.
36. That prior to final registration of the Plan of Subdivision and any on-site grading or construction, Otonabee Region Conservation Authority 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,

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- 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 at minimum capacity of 30mm of rainfall.
- 37. A Subdivision Agreement shall be executed that contains 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. 34. 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.
- 38.
  - 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 City 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.
- 39.
  - 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.

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- b) The City 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.
40. That the City agree in the Subdivision Agreement to make satisfactory arrangements with Canada Post for the provision of mail delivery services within the Trent Research and Innovation Park in a wording acceptable to Canada Post.
41. That the City make satisfactory arrangements with Enbridge Gas Distribution Inc. for the provision of gas service to the site and that the City 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.
42. That prior to the Final Approval, the City shall agree to assess the need for upgrades to Douro Ninth Line and to negotiate with the Township of Douro Dummer for the implementation of upgrades to Douro Ninth Line prior to or concurrent with the connection of Street A to Douro Ninth Line.

**Clearances**

1. Prior to final approval, the Director of Planning & Development Services shall be advised by the Otonabee Region Conservation Authority that Conditions 30 to 37 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 18, 20 and 38 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.

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3. Prior to final approval, the Director of Planning & Development Services shall be advised by Cogeco Cable Solutions that Conditions 18, 20, and 39 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 Condition 40 has been carried out to the their satisfaction. The letter from Canada Post shall include a brief but complete statement detailing how the 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 18, 20 and 41 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 Services Inc. that Conditions 18, 20, 26 and, if applicable, 27 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. If applicable, prior to final approval, the Director of Planning & Development Services shall be advised by Hydro One Networks Inc. that Conditions 18, 20 and 27 have been carried out to the 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 Township of Douro Dummer that Condition 42 has been carried out to their satisfaction. The letter from the Township shall include a brief but complete statement detailing how the condition has been satisfied.
9. Prior to final approval, the Director of Planning & Development Services shall be advised by the Ministry of Natural Resources and Forestry that Condition 33 has been carried out to their satisfaction. The letter from the Ministry shall include a brief but complete statement detailing how the condition has been satisfied.
10. Prior to final approval, the Director of Planning & Development Services shall receive confirmation from the Ministry of Tourism, Culture and Sport that Condition 28 has carried out to their satisfaction.

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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).

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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 bona fide 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-17502

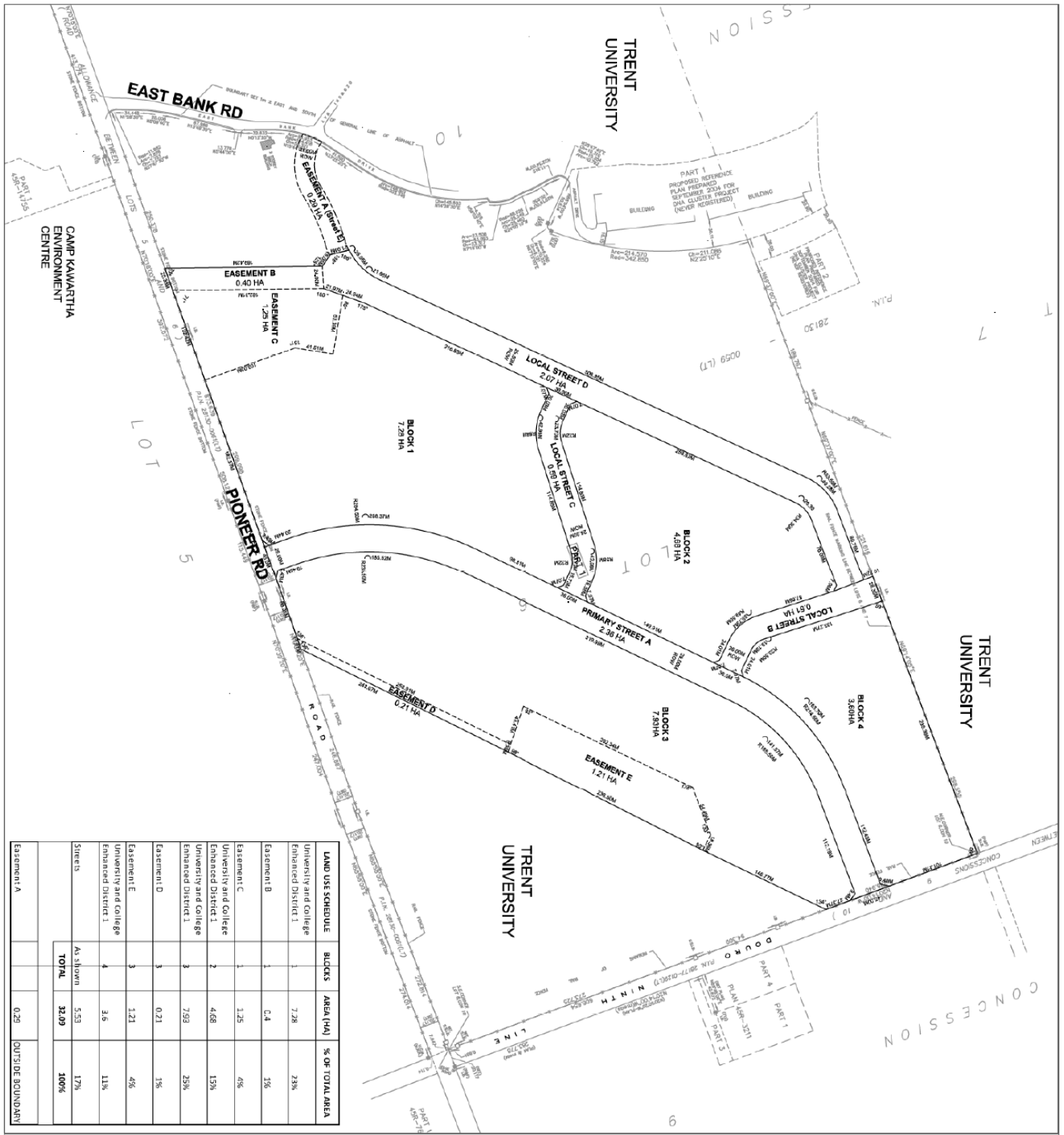


Exhibit B, Page 1 of 1, Land Use Map

# Land Use Map

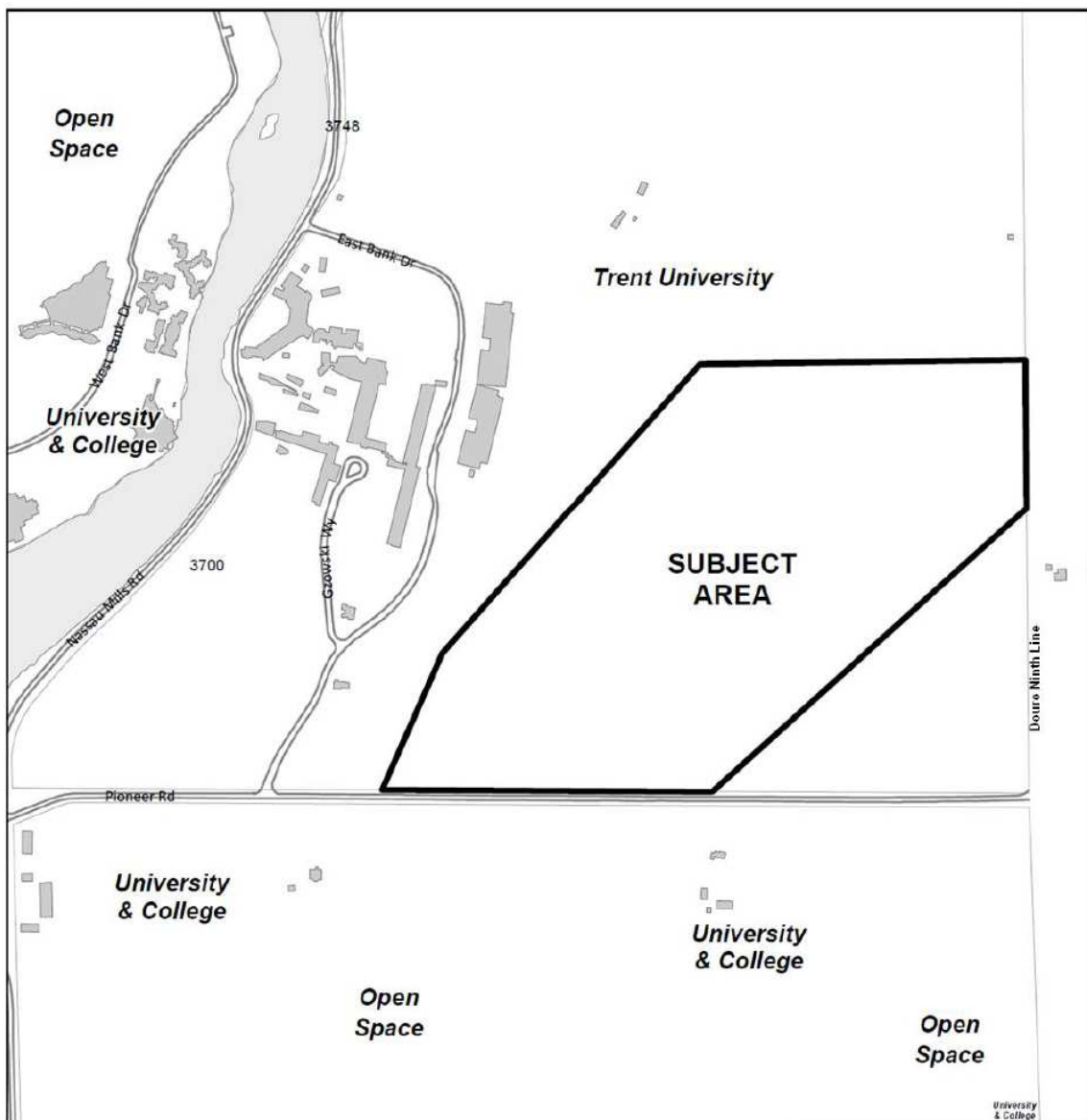
File: 15T-17502

Property Location: Part of 3700 Nassau Mills Road

EXHIBIT

SHEET

OF



The City of Peterborough Planning Division

The "City of Peterborough" its employees, or agents, do not undertake to guarantee the validity of the contents of this digital or handcopy mapfile, and will not be liable for any claims for damage or loss arising from their application or interpretation, by any party. It is not intended to replace a survey or to be used for a legal description.

Date: May 3, 2017

Map by: JEllis



0 55 110 220 330 Metres

Exhibit C, Page 1 of 1, Notice of Public Meeting

MONDAY, JUNE 19, 2017

THE EXAMINER C3

Public Notices

Public Notices

Public Notices

Public Notices

## 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 **Monday, July 17, 2017**, to consider the applications under Sections 34 and 51 of the *Planning Act*, R.S.O., 1990, c.P.13:

1. **File:** Z1703  
**Affected Lands:** 1657 College Park Drive  
**Owner:** Donny MacPherson  
**Applicant:** Don MacPherson

The applicant proposes to amend the zoning of the property from the D.2 – Development District 2 to a modified R.1 – Residential District 1 with alternative regulations (1f and 2e), to permit the redevelopment of the property for a new single detached dwelling oriented toward College Park Drive following the demolition of the existing dwelling.

2. **File:** 15T-17502  
**Affected Lands:** Part of 3700 Nassau Mills Road  
**Owner:** Trent University  
**Applicant:** City of Peterborough

The City of Peterborough is proposing to develop a 32-hectare (79-acre) plan of subdivision to establish four large blocks of land to be used for employment purposes located along Pioneer Road and the Ninth Line of Douro. The subdivision, located on Trent University lands, will be developed as the Trent Research and Innovation Park in accordance with existing zoning.

**Additional information and materials** relating to these applications, including copies of the proposed Zoning By-law Amendment and Draft Plan of Subdivision 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 – Caroline Kimble at ext. 1735 (File Z1703) (e-mail: [ckimble@peterborough.ca](mailto:ckimble@peterborough.ca)) or Brad Appleby at ext. 1886 (File 15T-17502) (e-mail: [bappleby@peterborough.ca](mailto:bappleby@peterborough.ca)).

A Staff report will be available by 12:00 p.m. on Friday the 14<sup>th</sup> day of July, 2017.

Dated at the City of Peterborough this 19<sup>th</sup> day of June, 2017.

### Key Map



John Kennedy, City Clerk  
City of Peterborough, City Hall  
500 George Street North  
Peterborough, Ontario  
K9H 3R9  
[jkennedy@peterborough.ca](mailto:jkennedy@peterborough.ca)