



City of
Peterborough

To: **Members of the General Committee**

From: **Cynthia Fletcher**
Commissioner of Infrastructure and Planning Services

Meeting Date: **July 13, 2020**

Subject: **Report IPSPL20-012**
Application for Zoning By-law Amendment Z1919SB and to
Amend Draft Plan of Subdivision 15T-16501
Durham Building Corp.
663, 689 and 739 Lily Lake Road

Purpose

A report to evaluate the planning merits of applications to amend the Zoning By-law and Draft Approved Plan of Subdivision 15T-16501 located at 663, 689 and 739 Lily Lake Road.

Recommendations

That Council approve the recommendations outlined in Report IPSPL20-012 dated July 13, 2020, of the Commissioner of Infrastructure and Planning Services, as follows:

- a) That Zoning By-law 97-123 be amended by adding Special District 367 (SP.367) in accordance with Exhibit A of Report IPSPL20-012.
- b) That the subject property be rezoned from R.1,1r,2r,5o,10m,11j-315-'H', R.1,1m,2m,5e,10m,11j-315-'H', SP.366,3n,5o,11j-315-318-'H', SP.366,3n,5o,11j-308-315-318-'H' and OS.2 to R.1,1r,2r,5o,8w,10m,11j-315-'H', R.1,1m,2m,5e,10m,11j-315-'H', SP.365,5p,7h-'H', SP.366,3n,5o,11j-315-318-'H', SP.367-'H', SP.367-308-'H' and OS.2 in accordance with Exhibit A of Report IPSPL20-012.
- c) That Council direct the Commissioner of Infrastructure and Planning Services to amend the plan and conditions of approval for Draft Approved Plan of Subdivision

15T-16501 in accordance with Report IPSPL20-012 upon receipt of confirmation from the City Clerk that the By-law associated with Recommendations a) and b) of Report IPSPL20-012 has come into effect.

Budget and Financial Implications

There are no direct budget or financial implications arising from the approval of this application.

Background

In 2017 Council granted approval, subject to conditions, to Draft Plan of Subdivision 15T-16501 located at 663, 689 and 739 Lily Lake Road (Report PLPD17-041 – Draft Plan of Subdivision and Zoning Amendment – Lily Lake Road). The plan provides for the development of 441 townhome units, 857 single detached residential lots, five blocks for medium-high density residential purposes (approximately 442 units) together with environmental protection lands along the north and south limits of the site, an elementary school and parkland site, trail / walkway / open space opportunities through the site and along the west limit of the site, a local commercial block, and a stormwater management pond (see Exhibit B). Additionally, the plan proposes to establish a stormwater management pond on adjacent land located in the Township of Selwyn, subject to Township site plan approval.

To facilitate the development Council also approved Zoning By-law 17-103 which established zoning regulations for the lands.

Presently, the Applicant is working to fulfill the conditions of approval and the detailed engineering design for their first phase of development. Through this process the developer has determined that it would like to make the following changes to the draft plan of subdivision in order to address issues emerging in the detailed design and City comments received to date on the proposed design:

1. Add street names to the plan as approved by the City;
2. Widen all 10.67 metre wide single detached lots to 11.0 metres to facilitate two-car garages and reduce the demand for on-street parking;
3. Introduce a 11.0 metre wide municipal rear lane to remove direct vehicular street access for townhomes fronting Northcott Avenue, a high capacity collector street that forms the core of the neighbourhood;

4. Shift the location of the accesses to the two planned stormwater management ponds;
5. Create building lots at the former stormwater management pond access locations;
6. Add a servicing corridor to connect the northwest corner of medium-high density residential Block 923 to Carpenter Trail;
7. Extend Block 858 westerly to add an additional townhouse unit on Carpenter Trail;
8. Reduce the Northcott Avenue right-of-way from a width of 26m to 23m to maintain consistency with the adjacent draft approved plan of subdivision to the east;
9. Adjust lot limits in the vicinity of Lily Lake Road to respect flood plain mapping completed as part of detailed design;
10. Identify four lots on Wearing Place at the south edge of the site as parkland/trail blocks to implement condition No. 20 of the conditions of approval;
11. Increase the depth of some lots to facilitate to an improved building envelope; and,
12. Update the lot and block numbering and land use statistics shown on the plan.

A visual depiction of these amendments is attached hereto as Exhibit C. If approved, these amendments would reduce the total anticipated number of residential dwellings in the plan by eight units.

To facilitate these proposed changes, the Applicant has requested that the Zoning By-law be amended as follows:

1. Add alternative regulation 8w. to all 11.0 metre wide lots to allow for a minimum side lot line setback of 0.6 metres for the side with an attached garage instead of the typical 1.2 metres;
2. Re-zone the proposed accesses to the stormwater management ponds to OS.2;
3. Rezone the former accesses to the stormwater management ponds and the proposed townhouse unit on Carpenter Trail to match the adjacent residential uses;
4. Extend the zoning on medium-high density residential Block 923 to include the newly added servicing corridor to Carpenter Trail; and,

5. Re-zone all townhouse blocks to be serviced by the proposed rear lane to a new Special District, SP.367, that contemplates an attached rear garage as an accessory structure.

Analysis

Provincial Policy Statement, 2020

Any decision on the proposed Draft Plan of Subdivision and Zoning By-law amendments must be consistent with the Provincial Policy Statement, 2020 (PPS) which came into effect on May 1, 2020. As described in Report PLPD17-041, the subject development has been designed and granted draft approval in consistency with the 2014 version of the PPS. Upon review of the current PPS, staff believes the proposed amendments are minor in nature and that the draft plan of subdivision remains consistent with the PPS.

A Place to Grow, 2019

Similar to the PPS, any decision on the proposed Draft Plan of Subdivision and Zoning By-law amendments must conform with the policies of A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 (the 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 property is located within the Designated Greenfield Area as defined in the Growth Plan. Accordingly, the property is subject to both general policies in the plan and to policies that are specific to the Designated Greenfield Area.

As described in Report PLPD17-041, the subject development has been designed and granted draft approval in conformity with the 2017 version of the Growth Plan. Upon review of the current Growth Plan, it is staff's opinion that the proposed amendments are minor in nature and are in conformity with the Growth Plan.

Official Plan

The subject property is designated for residential, major open space and protected natural area uses on Schedule A – Land Use of the Official Plan. The lands are located within the Lily Lake Secondary Plan area and are subject to the policies and designations of the Lily Lake Secondary Plan. As detailed in Report PLPD17-041, the subject development has been designed and granted draft approval in conformity with the Lily Lake Secondary Plan. In staff's opinion, the proposed draft plan of subdivision and Zoning By-law amendments further the objectives of the Official Plan and the Lily Lake Secondary Plan by providing additional park/trail lands at the south limit of the site, by reducing the demand for on-street parking, and by facilitating an improved streetscape along Northcott Avenue.

The Lily Lake Secondary Plan contains policy promoting the creation of a neighbourhood core along Northcott Avenue as well as the creation of urban design guidelines for the street. Through the detailed design process, limiting direct driveway access to Northcott Avenue was deemed to be a preferred means for creating a more pedestrian, cycling and transit-friendly environment as envisioned by the Secondary Plan. To that end, the introduction of a rear lane to the plan and the associated Zoning By-law amendment will greatly benefit the Northcott Avenue streetscape.

Staff is satisfied that the proposed amendments conform with the Official Plan.

Zoning By-law

Generally, staff supports the proposed Zoning By-law amendments and views them as minor in nature. The proposal to reduce the side lot line building setback for dwellings on 11-metre-wide lots will facilitate the development of two-car driveways and two-car garages. Such setback reductions are common in newer subdivisions and have been implemented in the neighbouring plan of subdivision to the east.

Along the proposed rear lane, a new Special District, SP.367, is proposed that will allow townhomes with attached rear garages. A similar zoning district has been established in the Mason Homes subdivision off Chemong Road however that district is not suitable for use in this development because of the added flexibility it contains for other residential uses and differing regulations.

As part of the original Zoning for this development, all single detached and townhouse dwellings along Northcott Avenue were zoned with flexibility to allow a home based business to have one employee who is not a resident of the dwelling provided sufficient parking exists for that employee. This permission, granted by Exception No. 308, will continue to apply to the re-zoned townhomes along Northcott Avenue.

Draft Plan of Subdivision Approval

Staff considers the proposed draft plan of subdivision amendments to be minor in nature and generally consistent with the original draft plan of subdivision intent. Staff notes that the proposal to reduce Northcott Avenue to a 23-metre-wide road allowance is consistent with the draft approval that was granted for the Plan of Subdivision to the east.

As part of Council's approval of the subject plan in 2017, conditions were imposed that must be fulfilled before the plan can register and house construction can begin. One such condition, which applies to both the subject plan and the neighbouring plan to the east, requires the creation of an urban design plan for Northcott Avenue to promote walking, cycling, transit use, and the street's role as the core of the neighbourhood. To date, the Applicant and the neighbouring developer have been working together to create

a common design plan that will provide for a consistent streetscape along Northcott Avenue through both subdivision plans. Reducing Northcott Avenue to 23 metres within this plan of subdivision will facilitate that consistency.

In order to accommodate the proposed draft plan of subdivision amendments, the current conditions of Draft Plan Approval (attached hereto as Exhibit D) also need to be amended to:

- Update any lot and block number references in the conditions to reflect the amended Draft Plan of Subdivision; and,
- Update any references to street names to reflect the approved names shown on the amended plan.

Additionally, staff has reviewed the current conditions of Draft Plan Approval and have identified the following conditions that require revision:

- Condition No. 2 requires an amendment to reflect the current approval lapse date of October 11, 2025;
- Condition No. 42 requires an amendment to refer to the Ministry of Ministry of Heritage, Sport, Tourism and Culture Industries; and,
- Condition No. 53 requires an amendment to refer to the Ministry of the Environment, Conservation and Parks.

On October 2, 2017, Council passed the following resolution regarding The Parkway (Report USDIR17-009):

"That all development restrictions related to transportation issues that could be resolved with the construction of The Parkway be lifted."

Conditions 16 and 18 relate to restricting development to 600 cumulative units in the Lily Lake area until The Parkway Environmental Assessment has been approved and the road work is included in an approved capital budget or until alternative road improvements are identified and secured. In response to Council's resolution, staff suggest that Conditions 16 and 18 should be deleted in their entirety.

Several alternative road improvements are described in Exhibit F of Report PLPD17-041. However, most of those improvements are projects that would typically be City-led and would require either the completion of a Class Environmental Assessment (EA) or the completion of an Individual EA in compliance with the Ministry of the Environment and Climate Change order for The Parkway Class EA as described in Report USDIR18-002.

Presently, the City is completing an update to its Major Transportation Plan which is to be complete by November 2021. The updated Transportation Plan will set out the City's transportation network improvements, changes, new facilities, policies and procedures for the next 20 years and beyond and will guide the City on how to move forward with implementing required improvements.

Should Council approve the proposed Zoning By-law amendment as recommended and no appeals are received, it is staff's opinion that the proposed amendments to the Draft Plan of Subdivision and conditions of Draft Plan Approval are minor in nature pursuant to Section 51(47) of the Planning Act. Accordingly, staff recommends that Council direct staff to make the amendments described herein to Draft Plan of Subdivision 15T-16501 and its conditions of Draft Plan Approval in accordance with Subdivision Approval Delegation By-law No. 11-082 once the Zoning By-law has come into effect.

Responses to Notice

Summary of Agency Responses

Agency circulation was issued on December 13, 2019.

No objections have been raised with respect to the proposed Zoning and Draft Plan of Subdivision amendments.

The City's Infrastructure Planning Division noted that a small triangular road widening is required along Lily Lake Road, at the west side of 663 Lily Lake Road. This requirement can be included as a condition of draft plan of subdivision approval. Additionally, it was noted that dwellings along the proposed rear laneway will be subject to a City levy for the additional maintenance associated with the lane. A similar charge is in effect in the Mason Homes Subdivision off Chemong Road as described in Report PLPD13-052. The subdivision agreement between the Applicant and the City can contain a provision to advise future purchasers of this charge.

Peterborough Public Health expressed support for the proposed rear lane and the added trail/parkland blocks.

Summary of Public Responses

In accordance with Planning Act requirements, notice of a complete application and Public Meeting for the proposed Zoning By-law and Draft Plan of Subdivision amendment was published in the Peterborough Examiner on June 22, 2020. As of the writing of this report, no public comments have been received.

Summary

Approval of the application for Zoning By-law Amendment is recommended for the following reasons:

1. The amendment supports beneficial amendments to the Draft Plan of Subdivision that will help to reduce demand for on-street parking and improve the streetscape along a major collector street in the neighbourhood core;
2. The amendment helps to achieve objectives of the Lily Lake Secondary Plan and the Official Plan;
3. The amendment is consistent with the PPS and conforms to the provincial Growth Plan for the Greater Golden Horseshoe; and
4. The amendment is minor and implements standards that are common to newer plans of subdivision in the City.

Submitted by,

Cynthia Fletcher
Commissioner of Infrastructure and Planning Services

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Attachments:

Exhibit A – Draft Zoning By-law
Exhibit B – Draft Approved Plan of Subdivision 15T-16501
Exhibit C – Proposed Amendments to Draft Plan of Subdivision 15T-16501
Exhibit D – Conditions of Draft Plan of Subdivision Approval, Plan 15T-16501
Exhibit E – Land Use Map

Exhibit A, Page 1 of 5



The Corporation of the City of Peterborough

By-Law Number 20-

Being a By-law to Amend the Zoning By-law for the lands known as 663, 689 and 739 Lily Lake Road

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

1. That By-law 1997-123 is amended by adding Section 397 as follows:

“Section 397

Special District 367 (SP.367)

397.1 For the purpose of this by-law, land use district “Special District 367” is hereby established and may be referred to as the symbol “SP.367”.

Permitted Use:

397.2 No person shall within an SP.367 District, use any land or erect, alter or use any building or part thereof for any purpose other than:

- a) A Row Dwelling

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Regulations:

397.3 No person shall within an SP. 367 District, use any land or erect, alter or use any building or part thereof except in accordance with the following regulations:

| | |
|--|---|
| a) maximum number of dwelling units per lot | 8 |
| b) minimum lot area per dwelling unit | 150 square metres |
| c) minimum lot width per dwelling unit | 6.0 metres |
| d) minimum lot depth | 25 metres |
| e) minimum building setback i) side lot line ii) rear lot line | 1.2 metres 6.0 metres |
| f) maximum building coverage | 70% |
| g) maximum number of storeys | 3 |
| h) minimum floor area per dwelling unit | 56 square metres |
| i) maximum coverage by open parking areas, driveways and vehicle movement areas | 25% |
| j) Notwithstanding the provisions of Sections 6.9 and 6.11, the minimum building setback from the street line shall be: | i) 3.0 metres for a dwelling, excepting an attached garage or carport ii) 6.0 metres for an attached garage or carport iii) 1.5 metres for a verandah |
| k) Notwithstanding the provisions of Section 6.18, the following regulations shall apply to an accessory building to be used as a garage for motor vehicle parking in accordance with Section 4.3: | |
| i) Minimum Distance to Rear of Dwelling (Detached Structure) | 2.4 metres |

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| | |
|--|---|
| ii) Minimum Distance from Side Lot Line (Detached Structure) | 0.3 metres; 0 metres for a jointly-owned garage which serves two properties whose |
| iii) Notwithstanding the definition of an Accessory Use in Section 1, an accessory building to be used as a garage for motor vehicle parking may be attached to the dwelling subject to the following regulations: | |
| iii a) Maximum Width of Dwelling at point of attachment (measured from the exterior side of the exterior walls or supporting structure) | 2.85 metres for lots with a minimum lot width per dwelling unit of 6 metres; 3.5 metres for lots with a minimum lot width per dwelling unit of 7.6 metres |
| iii b) Maximum Height of Dwelling at point of attachment | 1 storey |
| iv) Minimum Distance from Side Lot Line (Attached Structure) | 1.2 metres; 0 metres for a jointly-owned garage which serves two properties whose common lot line |
| v) Minimum Distance from Rear Lot Line | 0.6 metres |
| vi) Maximum Height | 4.8 metres for a one motor vehicle parking space garage, 5.5 metres for a two motor |
| vii) Maximum Coverage | No regulation for a lot with a lot area of less than 360 square metres subject to compliance |
| l) A lot line which abuts a public lane shall be deemed to be a rear lot line. | |
| m) Notwithstanding the provisions of Section 4.2 (a), a minimum of 2 parking spaces per dwelling unit shall be provided. | |

397.4 SP.367 District is hereby designated as a residential district.”

2. That Map 29a 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 R.1,1r,2r,5o,10m,11j-315-H, R.1,1m,2m,5e,10m,11j-315-H, SP.366,3n,5o,11j-315-

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318-H, SP.366,3n,5o,11j- 308-315-318-H and OS.2 to R.1,1r,2r,5o,8w,10m,11j-
315-H, R.1,1m,2m,5e,10m,11j-315-H, SP.365,5p,7h-H, SP.366,3n,5o,11j-315-318-
H, SP.367-H, SP.367-308-H and OS.2.

3. The H – Holding Symbol will be removed from areas illustrated on the sketch attached hereto as Schedule 'A' upon registration of the Plan of Subdivision in the Land Registry Office.

By-law read a first, second and third time this 27th day of July, 2020.

Diane Therrien, Mayor

John Kennedy, City Clerk

Exhibit A, Page 5 of 5

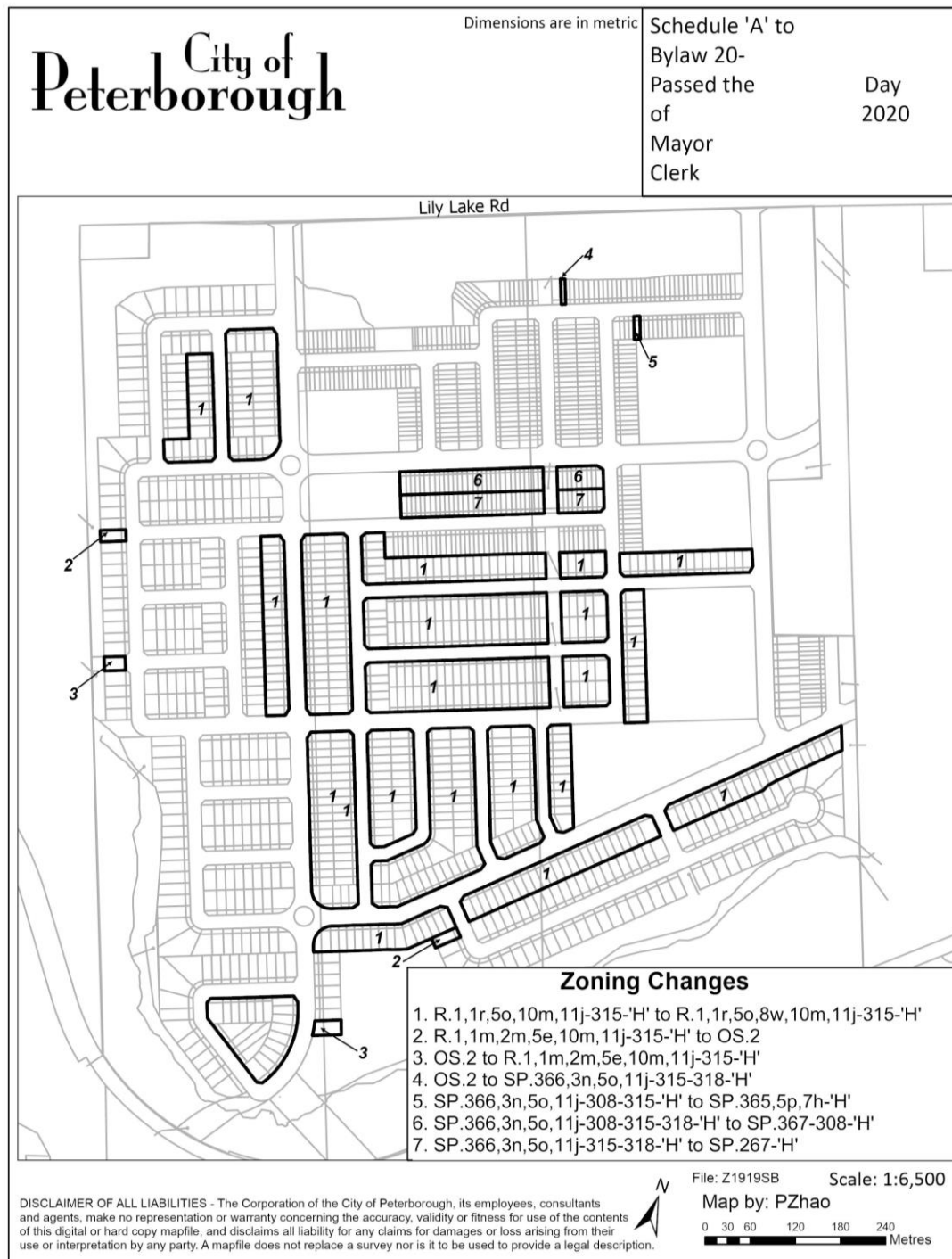


Exhibit B, Page 1 of 1

Draft Approved Plan of Subdivision 15T-16501

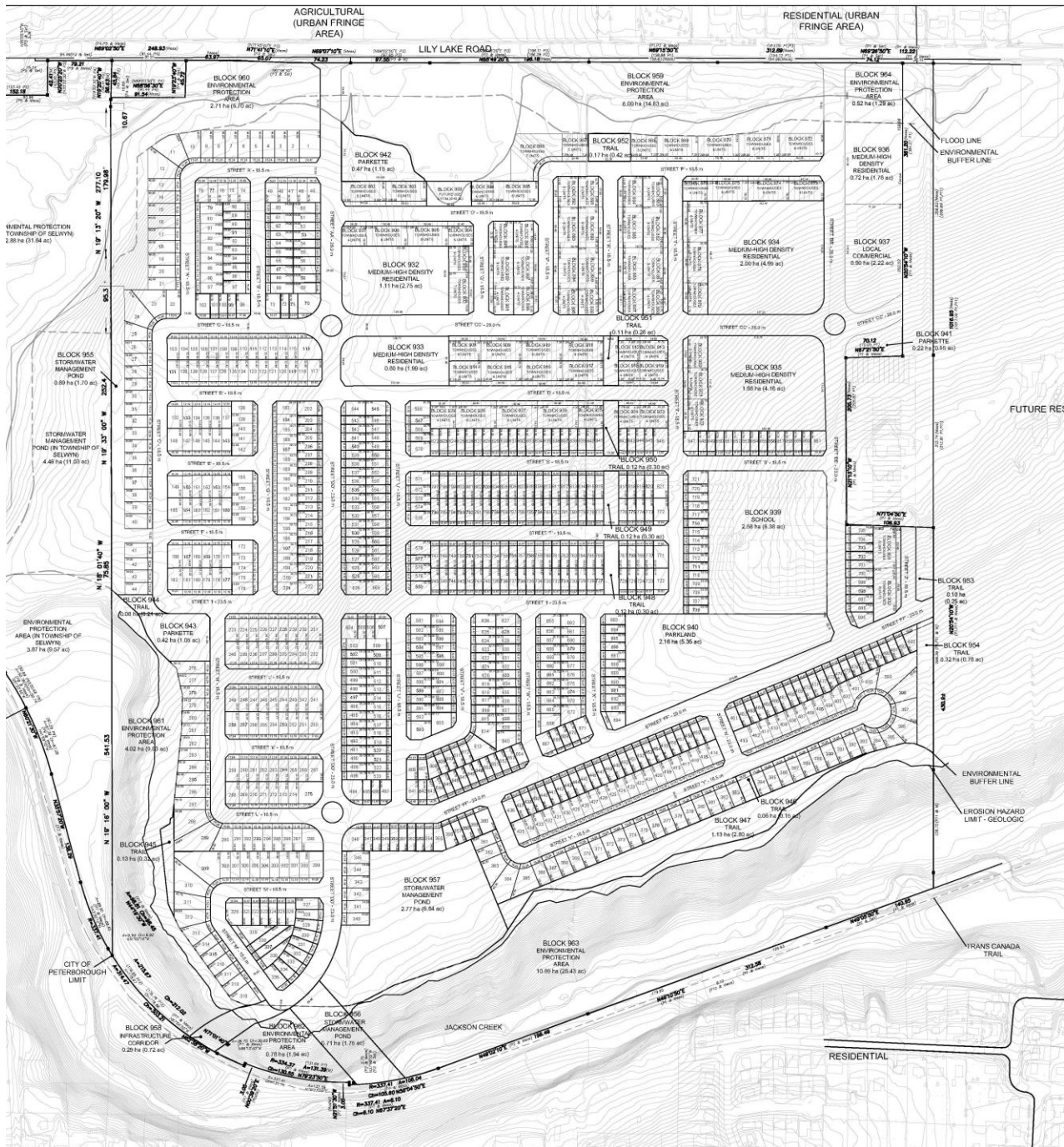


Exhibit C, Page 1 of 1

Proposed Amendments to Draft Plan of Subdivision 15T-16501

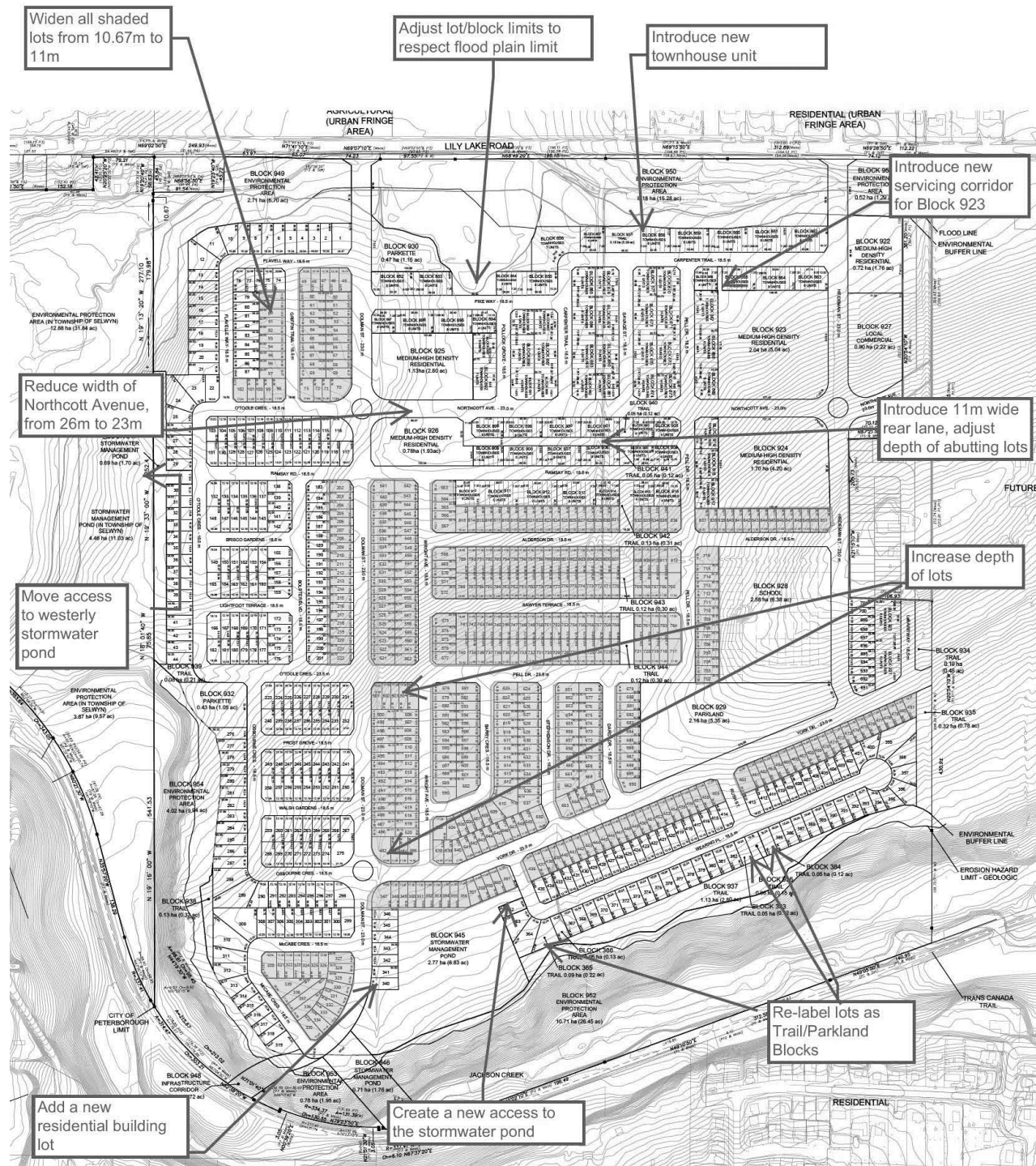


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**Schedule 1
Draft Plan of Subdivision Application 15T-16501
Durham Building Corporation & 1517050 Ontario Inc.
663, 689 and 739 Lily Lake Road
File Numbers 15T-16501, Z1605SB**

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-16501 are as follows:

Identification

1. That this approval applies to the Draft Plan of Subdivision 15T-16501, File No. 12-397 Durham Building Corp_DP of Subdivision dated July 31, 2017 by Innovative Planning Solutions, which shows the following:

| Land Use | Lot/Block No. | Estimated Unit Count |
|---------------------------------|----------------------------|-----------------------------|
| Residential Singles | Lots 1 to 861 | 857 |
| Residential Townhomes | Blocks 862 to 931 | 441 |
| Medium-High Density Residential | Blocks 932-936 (442 units) | 442 |
| Local Commercial | Block 937 | |
| Future Use | Block 938 | |
| Elementary School | Block 939 | |
| Parkland | Block 940 | |
| Parkette | Blocks 941-943 | |
| Trail | Blocks 944-954 | |

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| | | |
|-------------------------------|----------------|--|
| Stormwater Management Pond | Blocks 955-957 | |
| Infrastructure Corridor | Block 958 | |
| Environmental Protection Area | Blocks 959-964 | |

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 Blocks 944 to 954 be conveyed to the City for trail purposes.
10. That, if deemed necessary by the City Engineer due to 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.
11. That the Owner implement on-road cycling facilities on Streets AA, BB, CC, DD, EE and FF to the satisfaction of the City Engineer.

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12. 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.
13. That the Owner construct the intersections of Streets AA and BB and Lily Lake Road to the satisfaction of the City Engineer which shall include traffic signals, separate left and right turn lanes on Lily Lake Road, and separate left and right turn lanes on the approach to Lily Lake Road. The design of these intersections shall be prepared in consultation with the Township of Selwyn and shall explore opportunities for providing safe connections from the development to trails within the Township.
14. 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.
15. 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.
16. 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,

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- ii) The Owner has prepared a traffic study to the satisfaction of the City Engineer and the County of Peterborough, to the extent that any County of Peterborough infrastructure is affected, 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 and the City, where applicable) 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 and to provide for recovery of such expenditures from other parties and/or the City where applicable.

- 17. That the Owners acknowledge that should the City-wide development charge be updated to replace The Parkway with other road improvement projects, all building permits issued subsequent to that update will be subject to the updated development charge.
- 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.
- 19. That Streets I and N be designed as an 18.5 metre wide road allowance that is off-set to one side of the road allowance to allow the remaining road allowance width to be utilized as a roadside trail corridor to the satisfaction of the City Engineer.

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Other Municipal Conditions

20. That the Owner agree in writing to convey parkland dedication to the City in accordance with the Planning Act and Official Plan policy. Blocks 940 to 954 will be considered for parkland dedication. Lots 365, 366, 383 and 384 shall also be conveyed to the City 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. Furthermore, the Owner shall agree to install water service to park sites as directed by the City Engineer to support uses such as community gardens.
21. That Blocks 955 to 957 and the 4.46 hectare parcel west of the subdivision at 645 Lily Lake Road, within the Township of Selwyn, be conveyed at the owner's expense to the City of Peterborough for Stormwater Management purposes. The Owner shall ensure that the Zoning By-law Holding Symbol applied to the lands within the Township of Selwyn is removed prior to their conveyance to the City.
22. That Blocks 959 to 964 be conveyed at the owner's expense to the City of Peterborough for Open Space purposes.
23. That the Owner agree in the Subdivision Agreement to construct a trail system generally in accordance with the Lily Lake Secondary Plan for the site. The system may be located within Blocks 940, 942 to 964, within Streets I and N, and across the adjacent property at 645 Lily Lake Road, within the Township of Selwyn subject to receiving all necessary approvals. 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. Trail construction on Blocks 953, 954 and 964 shall be coordinated to ensure continuity with trails constructed on, or to be constructed on, adjacent properties to the satisfaction of the City Engineer.
24. 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.

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25. 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.
26. 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.
27. 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.
28. 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.
29. That prior to any development, site alteration, topsoil stripping or earth movement, the Applicant shall prepare a phasing plan for all earth works to the satisfaction of the City Engineer that includes methods for dust suppression and timelines for revegetation of disturbed areas.
30. That prior to Final Approval, the Owner shall ensure all necessary approvals and easements are secured to construct the stormwater management facilities and their outlets, and to construct the required sanitary sewers for conveying sanitary wastewater to the Parkhill Road West Sanitary Wastewater Pumping Station, to the satisfaction of the City Engineer.
31. That prior to Final Approval of each phase of development, the Owner shall demonstrate to the City’s satisfaction that an agreement has been reached with the Owner of the adjacent lands to the east (821, 825, and 829 Lily Lake Road) regarding the fair and equitable sharing of costs that may be incurred by the Owner to the benefit of the adjacent lands and/or costs that may be incurred by the adjacent landowner to the benefit of Draft Plan of Subdivision 15T-16501. Such costs could relate to the provision of infrastructure, parkland, schools, and other public recreational facilities.
32. 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

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of the City Engineer and all affected utility authorities in accordance with the City's approved engineering cross sections. 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.

33. 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.
34. 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.
35. 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.
36. That the Owner agree in the Subdivision Agreement to undertake Quality and Quantity Monitoring of the proposed stormwater management facilities, which may include sediment removal, if necessary, 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.
37. 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).

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

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38. groundwater impact as deemed by the Owner's Hydrogeologist, all to the satisfaction of the City Engineer.
39. That the Owner shall enter into an agreement with the Peterborough Utilities Commission for the provision of water service.
40. 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.
41. That prior to Final Approval, the Owner shall prepare a detailed urban design program for development along Street CC, east of Street M 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 and proximity 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;
 - vi) Decorative street lighting as approved by the City Engineer; and,
 - vii) Consideration for sustainable design, multi-modal transportation opportunity, universal and barrier-free design, and artistic expression in public spaces.
42. That the Owner complete an archaeological assessment in accordance with the recommendations of the Stage 1 Archeological Background Study prepared by AMICK Consultants Ltd. Dated October 29, 2015 to the satisfaction of the City and the Ministry of Tourism, Culture and Sport. The assessment shall include any potential areas of disturbance associated with infrastructure and trail installations within the Jackson Creek Valley and between the west limit of the site and the Trans-Canada Trail trunk sanitary sewer.

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- All archaeological investigations shall be conducted with representatives of Curve Lake First Nation present.
43. That the Owner implement the recommendations of the Cultural Heritage Impact Statement prepared by Stantec Consulting Ltd. Dated September 16, 2015 to the satisfaction of the City which shall include:
- i) Salvaging materials from the residence and timber frame barn at 663 Lily Lake Road and documenting the salvage activities as an appendix to the said Cultural Heritage Impact Statement; and,
 - ii) Depositing the Cultural Heritage Impact Statement and appendix with a local repository of historic documentation.
44. 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.
45. That prior to final approval, the Owner shall agree in the Subdivision Agreement that all future Purchase and Sale Agreements for all Lots abutting onto Blocks intended to include trails shall contain a clause, with wording acceptable to the City, notifying purchasers of said intent within the Blocks.
46. That Block 958 be conveyed to the City for potential future infrastructure purposes.
47. That prior to final approval, the Owner shall agree in the Subdivision Agreement that all Purchase and Sale Agreements for all Lots impacted by the potential placement of infrastructure within Block 958 contain a clause, with wording acceptable to the City, notifying purchasers of the potential for future infrastructure works within the corridor. The affected Lots would be, but not limited to, all Lots on Street 'M' and lots fronting and flanking onto Street 'DD'.
48. That the Owner erect permanent fencing to the satisfaction of the City Engineer along the mutual boundary between any private property and any parkland, parkette, trail, open space, or stormwater management facility that is to be conveyed to the City of Peterborough. The fencing for any properties that abut the buffer areas associated with the Jackson Creek East PSW, the Jackson Creek

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49. Valley, and the un-named tributary along Lily Lake Road shall be free of gates and will be of a suitable design to prevent encroachment and dumping of yard waste.
50. For Lots 11 to 18 inclusive, the Owner acknowledges that swimming pools will not be permitted and agrees to include a clause in all Agreements of Purchase and Sale, and registered on title, for all subsequent prospective purchasers of the affected lots, to advise of this restriction to the satisfaction of the City.
51. That the Owner ensure lot lines for residential lots and blocks do not encroach into any flooding hazard.
52. That the Owner agree to direct lighting away from the Jackson Creek East PSW and the Jackson Creek Valley.
53. That prior to final approval, the Owner shall agree in the Subdivision Agreement to prepare a Tree Inventory and Preservation Report acceptable to the City's Urban Forest Manager. The Report shall include a plan reflecting species diversification and proposed planting locations that allow adequate space for tree growth.

Other Agency Conditions

54. That prior to any development, site alteration, tree clearing or building removal, the Owner shall undertake any avoidance or mitigation measures required by the Ministry of Natural Resources and Forestry under the *Endangered Species Act*.
55. That the Owner complete a Department of Fisheries and Oceans Canada Self-Assessment Screening that identifies the potential for causing "serious harm to fish" under the Fisheries Act and take any steps necessary to secure the required authorizations based on that assessment for the Street AA and BB crossings of the un-named tributary along Lily Lake Road.
56. 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.
57. 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.

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58. That the Owner agree that grading and/or vegetation removal shall not occur in environmental protection areas except as approved by the Otonabee Region Conservation Authority and the City or Peterborough and/or the Township of Selwyn, as applicable.
59. That the Owner assess the woodland feature on the property at 645 Lily Lake Road, north of the west stormwater management pond, and establish a protective buffer for the feature to the satisfaction of the Otonabee Region Conservation Authority, the City of Peterborough, and the Township of Selwyn, as applicable.
60. That the Owner agrees 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.
61. Prior to Final Approval, the Owner shall submit an assessment of the impact of any trail and infrastructure installations on identified natural heritage features to the satisfaction of the Otonabee Region Conservation Authority and the City. The report shall clearly identify any intrusions within natural heritage features or their buffers, shall address any required tree removal, and shall provide a planting plan to compensate for such removal and to mitigate any erosion impacts.
62. That the Owner agrees to implement any mitigation measures identified in the Environmental Impact Study prepared by Azimuth Environmental Consulting Inc. dated October, 2015 and the EIS Addendum prepared by Dillon Consulting dated November 21, 2016, to the satisfaction of the Otonabee Region Conservation Authority and the City.
63. 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, the City, and, where applicable, the Township of Selwyn, that includes:
 - i) Details for planting street and trail trees in accordance with City's Urban Forest Strategic Plan including proposed street tree planting locations, species, and street and trail cross sections containing boulevard width, utility locations and depth of topsoil, as alternative planting locations where

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

- i) Due to reduced building setbacks which impact the number and quality of tree planting locations in the right of way and the front yards of properties, the Owner will be required to compensate for the reduced canopy by providing one tree in the rear yard of each single detached and townhome dwelling;
- ii) Details for plantings to compensate for trees approved to be removed from the site as discussed in the final approved Tree Inventory and Preservation Plan Report required in Condition No. 52;
- iii) Details for revegetation of the sanitary sewer construction and stormwater management pond outlets through the Township of Selwyn and within the Jackson Creek Valley;
- iv) Details for enhancing the open space areas within Blocks 959 to 964 and ;
- v) Details for landscaping associated with stormwater management facilities and for providing compensation in conjunction with the west stormwater pond to address the removal of the wetland pocket located near the homestead at 689 Lily Lake Road;
- vi) Details for the timing of all plantings (plantings in open space, parkland, trails 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.

65. That the Owner agree in the Subdivision Agreement to distribute a “Home Owner 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.

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66. That the stormwater management facilities and their outfalls be designed in consultation with a qualified biologist, the Otonabee Region Conservation Authority, the City and, as applicable, the Township of Selwyn. A bottom draw pipe shall be utilized in the west stormwater pond for its outlet and alternative outlet designs shall be investigated for the south stormwater pond.
67. 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 years 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, the Credit Valley Conservation and Toronto and Region Conservation Authority "Low Impact Development Stormwater Management Planning and Design Guide", 2010, and the February 2015 Ministry of Environment and Climate Change Stormwater Management Interpretive Bulletin;
 - 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.

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- 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 on both public and private lands.
68. The Subdivision Agreement between the Owner and the City of Peterborough shall contain the following provisions in wording acceptable to Otonabee Region Conservation Authority and the City Engineer:
- a) That the Owner agrees to implement the works referred to in Condition No. 65. 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.
69. 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.

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- c) If there are any conflicts with existing Bell Canada facilities or easements, the Owner shall be responsible for re-arrangements or relocation.
- 70.
 - 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.
- 71. 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.

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72. 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.
73. That the Owner make satisfactory arrangements with Hydro One for the provision of electrical service to the site.
74. That prior to Final Approval, the Owner agree in the subdivision agreement to pay \$70,000.00 to the County of Peterborough, representing the development's contribution for future traffic improvements to the Lily Lake Road / Ackison Road intersection.
75. That prior to Final Approval and prior to any conveyance of land within the Township of Selwyn to the City, the City shall enter into an agreement with the Township of Selwyn to indemnify the Township and hold the Township harmless from any incidents arising from the location of City facilities and infrastructure in the Township.
76. That the Owner share electronic copies of all project reports and drawings with Alderville First Nation, Curve Lake First Nation, Hiawatha First Nation, and the Mississaugas of Scugog Island First Nation.
77. That prior to the execution of a Subdivision Agreement between the City and the Subdivider, the Subdivider shall enter into an option agreement with the Kawartha Pine Ridge District School Board for the potential acquisition of Block 939 for Elementary School purposes.
78. That the Subdivision Agreement between the City and the Subdivider contain a requirement that all Purchase and Sale Agreements for all phases of the draft plan of subdivision contain a clause advising all potential purchasers that, while an Elementary School has been reserved on Block 939 within the draft plan of subdivision for the Kawartha Pine Ridge District School Board, it may not be

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constructed and used as an Elementary School site.

Furthermore, the clause shall also advise that an existing Kawartha Pine Ridge District School Board school(s) will be used to accommodate all public board elementary pupils until such time as any new Elementary School can be constructed within the draft plan of subdivision and that if a new Elementary School is not constructed within the draft plan of subdivision, then all Kawartha Pine Ridge District School Board pupils will be accommodated at an existing public board Elementary School(s).

79. That prior to the execution of an option agreement with the Kawartha Pine Ridge District School Board, the Subdivider shall provide the following to the satisfaction of the Kawartha Pine Ridge District School Board:
- i) A copy of the stormwater management report for the draft plan of subdivision that indicates that all storm water quality and quantity facilities for the proposed school block will be accommodated outside of the proposed school block;
 - ii) A copy of a geotechnical soils study that indicates that soils in Block 939 are suitable for the construction of an Elementary School;
 - iii) A copy of a Record of Site Condition filed with the Ministry of the Environment to the satisfaction of the Kawartha Pine Ridge District School Board that applies to Block 939 indicating that the soils in Block 939 are suitable for the construction of an Elementary School;
 - iv) A copy of the proposed grading and servicing plans for the proposed Elementary School Block.
80. That the Subdivider agree in the Subdivision Agreement with the City in wording to the satisfaction of the Kawartha Pine Ridge District School Board that no topsoil or fill stockpiling, no construction storage or construction use of any kind shall be carried out by the Subdivider on the proposed Elementary School site, Block 939.

Clearances

1. Prior to final approval, the Director of Planning & Development Services shall be advised by the Otonabee Region Conservation Authority that Conditions 55 to 66 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.

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2. Prior to final approval, the Director of Planning & Development Services shall be advised by Bell Canada that Conditions 27, 32 and 67 have been carried out to 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 27, 32 and 68 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 32 and 69 have been carried out to 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 27, 32 and 70 have been carried out to 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 27, 32 and 39 have been carried out to their satisfaction. The letter from PUCI 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 27, 32 and 71 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 16 ii) and 72 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.

Prior to final approval, the Director of Planning & Development Services shall be advised by the Township of Selwyn that conditions 13, 57, 58, 62, 64 and 73 have been carried out to their satisfaction. The letter from the Township shall include a brief but complete statement detailing how each condition has been satisfied.

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9. Prior to final approval, the Director of Planning & Development Services shall be advised by Curve Lake First Nation that Conditions 42 and 74 have been carried out to their satisfaction. The letter from Curve Lake First Nation shall include a brief but complete statement detailing how each condition has been satisfied.
10. Prior to final approval, the Director of Planning & Development Services shall be advised by Hiawatha First Nation that Condition 74 has been carried out to their satisfaction. The letter from Hiawatha First Nation shall include a brief but complete statement detailing how the condition has been satisfied.
11. Prior to final approval, the Director of Planning & Development Services shall be advised by the Mississaugas of Scugog Island First Nation that Condition 74 has been carried out to their satisfaction. The letter from the Mississaugas of Scugog Island First Nation shall include a brief but complete statement detailing how the condition has been satisfied.
12. Prior to final approval, the Director of Planning & Development Services shall be advised by Alderville First Nation that Condition 74 has been carried out to their satisfaction. The letter from Alderville First Nation shall include a brief but complete statement detailing how the condition has been satisfied.
13. Prior to final approval, the Director of Planning & Development Services shall be advised by Ministry of Natural Resources and Forestry that Condition 53 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.
14. Prior to final approval, the Director of Planning & Development Services shall be advised by the Ministry of Tourism, Culture and Sport that Condition 42 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.
15. Prior to final approval, the Director of Planning & Development Services shall be advised by the Department of Fisheries and Oceans Canada (DFO) that Condition 54 has been carried out to their satisfaction. The letter from DFO shall include a brief but complete statement detailing how the condition has been satisfied.
16. Prior to final approval, the Director of Planning & Development Services shall be advised by the Kawartha Pine Ridge District School Board that Conditions 75 to 78 have been carried out to their satisfaction. The letter from the Board shall include a brief but complete statement detailing how each condition has been satisfied.

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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 |
| Township of Selwyn PO Box 270 Bridgenorth, ON K0L 1H0 | Curve Lake First Nation Lands and Resources Consultation Liaison Government Services Building 22 Winookeeda Street Curve Lake, ON K0L 1R0 |
| Mississaugas of Scugog Island First Nation Supervisor, Consultation, Lands and Membership 22521 Island Road Port Perry, ON L9L 1B6 | Hiawatha First Nation Core Consultation Worker 123 Paudash Street Hiawatha, ON K9J 0E6 |

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|--|--|
| Kawartha Pine Ridge District School Board 1994 Fisher Drive Peterborough, ON K9J 6X6 | Ministry of Natural Resources and Forestry Peterborough District Office 300 Water Street 1 st Floor, South Tower Peterborough, ON K9J 8M5 |
| Ministry of Tourism, Culture and Sport Archaeology Programs Unit Programs and Services Branch Culture Division 401 Bay Street, Suite 1700 Toronto, ON M7A 0A7 | Department of Fisheries and Oceans Canada Fisheries Protection Program 867 Lakeshore Road Burlington, ON L7S 1A1 |

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.

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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.
6. Otonabee Region Conservation Authority (ORCA) advises that there is a fee associated with their clearance of conditions on Plans of Subdivision. This fee is \$1500 per developable hectare to a cap of \$25,000, and is due upon the Owner’s request of a clearance letter from ORCA. To expedite ORCA’s clearance of conditions, a copy of the signed Subdivision Agreement should be forwarded to ORCA once completed.

Decision History

Council Approval: September 11, 2017, Effective October 11, 2017
Draft Approval Extension: May 21, 2020

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Land Use Map

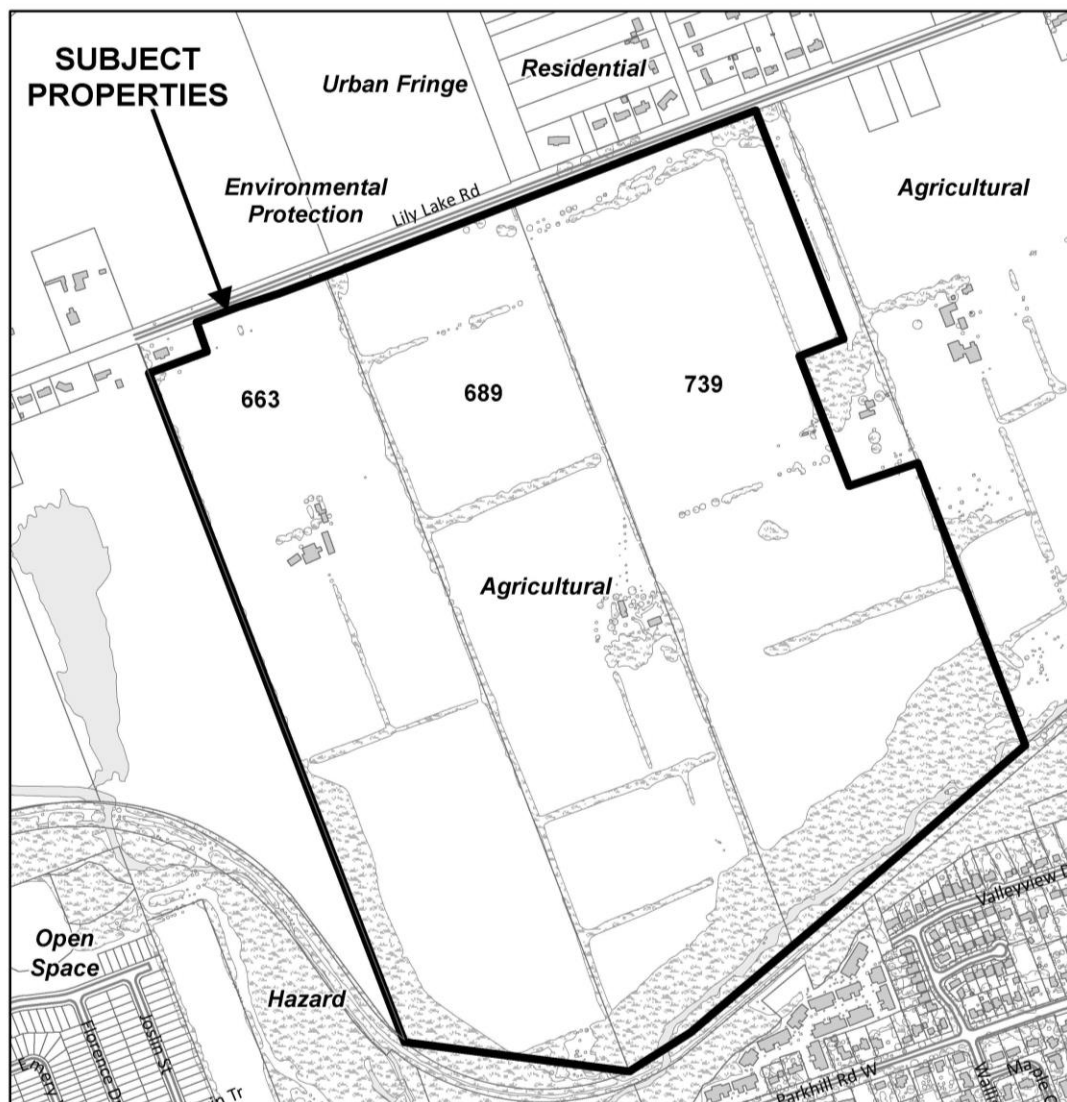
File: Z1919SB and 15T-16501

Property Location: 663, 689, 739 Lily Lake 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: November 23, 2015

Map by: Jellis

0 30 60 120 180 240 300 Metres