



City of  
**Peterborough**

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**To:** **Members of the General Committee**

**From:** **W. H. Jackson**  
**Commissioner of Infrastructure and Planning Services**

**Meeting Date:** **August 27, 2018**

**Subject:** **Report IPSPD18-023**  
**Application for Official Plan Amendment O1802, Zoning By-law**  
**Amendment Z1704SB and Draft Plan of Subdivision Approval**  
**15T-17501 “Ashborough Village” (Phase 1)**  
**YiZheng Ltd., The Biglieri Group Ltd.**  
**2320 Ashburnham Drive, 2159 Old Norwood Road,**  
**500, 510 and 516 Maniece Avenue**

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## **Purpose**

A report to evaluate the planning merits of an Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision application for the properties at 2320 Ashburnham Drive, 2159 Old Norwood Road, and 500, 510 and 516 Maniece Avenue.

## **Recommendations**

That Council approve the recommendations outlined in Report IPSPD18-023 dated August 27, 2018, of the Commissioner of Infrastructure and Planning Services as follows:

- a) That the Official Plan be amended by adding Schedule ‘S’ – Lift Lock Secondary Land Use Plan, attached to Report IPSPD18-023 as Schedule ‘A’ of Exhibit B.
- b) That Schedules “A” – Land Use, “B”- Roadway Network, “C” – Natural Areas & Flood Plain, “D” – Development Areas, “E” – Residential Density, and “F” – Key Map to Secondary Land Use Plans of the Official Plan be amended in accordance with Exhibit B of Report IPSPD18-023 in order to reflect the land use planning objectives of the Lift Lock Secondary Land Use Plan.

- c) That Section 10 - Secondary Plans of the Official Plan be amended in accordance with Exhibit B of Report IPSPD18-023.
- d) That Draft Plan of Subdivision Approval for Plan 15T-17501 (Phase 1), Project No. 16383, Drawing No.: DP-01 dated March 10, 2017 and revised July 20, 2018 by The Biglieri Group Ltd., be granted, subject to the Conditions of Draft Plan Approval attached to Report IPSPD18-023, as Schedule 1.
- e) That Section 3.9 Exceptions of Zoning By-law 97-123 be amended by adding exceptions 325 and 326 in accordance with Exhibit C of Report IPSPD18-023.
- f) That the subject property be rezoned from R1 (Otonabee) to R.1-"H", R.1,1r,2r-"H", R.1,1o,2o-"H", SP.366,3n-318-"H", R.1-325-"H", R.1,1r,2r-325-"H", R.1,1o,2o-325-"H", SP.366,3n-318-325-"H", SP.365-326 – Residential Districts, OS.1, and OS.2 – Open Space Districts in accordance with the Draft Plan of Subdivision and Exhibit C of Report IPSPD18-023.
- g) That a budget of \$250,000.00 be included in the 2019 Capital Budget for the completion of an East Side Transportation Study and be pre-committed.

## **Budget and Financial Implications**

External road improvements will be required to accommodate full build-out of the proposed draft plan of subdivision and the Lift Lock Secondary Plan area. Many of the road improvements noted in Report IPSPD18-023 are not included in the City's current City-Wide engineering services development charge by-law, By-law 14-135, which will expire on January 1, 2020. These improvements include: urbanization of Old Norwood Road; installation of traffic signals and turn lanes at the intersections of Television Road with Parkhill Road, Old Norwood Road, Paul Rexe Boulevard and Maniece Avenue; and the installation of a continuous two-way left turn lane on Television Road.

Currently, staff is seeking \$70,000.00 in the 2019 budget and an additional \$480,000.00 in the 2020 budget to install traffic signals on Television Road at Paul Rexe Boulevard in advance of construction on the subject lands. The City currently has \$120,000.00 from the developer of the Burnham Meadows subdivision toward this work and the developer of the Ashborough Village lands (the subject lands) will be required to reimburse the City 50% of the project cost once the proposed plan has received Final Approval.

Additionally, the City needs to complete a transportation review of the area east of the Trent Severn Waterway, north of Lansdowne Street, to address broader transportation needs and, in particular, movement across the Trent Severn Waterway. The costs for this study are estimated at \$250,000 and are required in the 2019 Capital Budget.

Approval of this report will pre-commit that project. Pending the outcome of the study, it is anticipated that additional road improvements, beyond what is currently identified in the Transportation Master Plan and City-wide Development Charge Study, will be required to support the build-out of the Liftlock Secondary Plan area.

City-wide engineering services development charge By-law 14-135 will be updated in 2019. Road improvements identified in Report IPSPD18-023 that are not a direct developer responsibility will need to be included in the updated development charge. Additionally, funding to complete the East Side Transportation Study and any required EAs, will need to be included in the development charge as well. It is anticipated that the transportation study will take approximately 12 months to complete and will therefore not be finished before the 2019 City-wide development charge update is finalized. Consequently, a subsequent update to the City-wide development charge by-law will be required to include any projects recommended by the study.

Should external road improvements be required prior to their inclusion in the City-Wide Development Charge By-law and an approved capital budget, development proponents may be required to front-end the work and would be eligible for reimbursement once the projects are included in the development charge calculation and an approved capital budget.

Presently, the Lift Lock Area Specific Development Charge includes a component that is intended to fund the creation of centralized stormwater management facilities. Based on the preliminary stormwater management plan prepared by the Applicant, it appears their proposed stormwater management facility will only serve the Ashborough Village lands and will not serve other upstream areas. Should this be the case, the Applicant will be eligible to receive development charge funding for their stormwater management facility.

Providing transit service to the Study Area will require additional operating budget requirements, which will be identified in the upcoming Transit Route Review and Long Term Growth Strategy and reflected in future operating budgets. In the interim, additional operating funding to extend TransCab service to this new growth area will be required until such time as full service is implemented.

## **Background**

The Applicant's land holdings are approximately 71.1 hectares in size. The lands are located at the east limit of the City and are bounded by the City limit and Television Road to the east, Ashburnham Drive to the west, Old Norwood Road to the north, and Maniece Avenue and existing rural residential properties to the south. The site is located approximately 70 metres east of the Peterborough Lift Lock. Adjacent land uses include rural residential to the north (Naish Drive and Thornbury Drive) and south (Maniece

Avenue), open space (Trent-Severn Waterway) and rural residential to the west, and residential and open space to the east. The Burnham Meadows subdivision which is currently under construction is located directly east of the site within Otonabee-South Monaghan Township.

Approximately 60 percent of the site is under agricultural use while the remainder of the site is developed as part of the Lift Lock Golf Club. Two branches of North Meade Creek (also known as Whitlaw Creek) cross through the site: one near the site's southeast corner and the other near the site's northeast corner. The site contains a farmhouse, barn and pond located just south of Old Norwood Road, near the northwest corner of the site. The site ranges in elevation from 215m at its north/northwest extent to 192 m at its southern limit. Slopes on the site range from approximately 0.25% to approximately 11.5%.

Most of the subject lands were annexed from the former Township of Otonabee in 1998. Consequently, the majority of the site remains subject to the Township Official Plan designations and zoning that were in effect at the time of annexation. Specifically, the majority of the site is designated as Village in the former Township of Otonabee Official Plan while the Lift Lock Golf Club lands which became part of the city in 1900, are designated Major Open Space in the City's Official Plan. The lands are recognized as Designated Greenfield Area on Schedule A1 – City Structure of the Official Plan in accordance with the provincial Growth Plan for the Greater Golden Horseshoe.

To implement the proposed Draft Plan of Subdivision, the proponent has requested that the City's Official Plan and Zoning By-law be amended. The details of these requested amendments are described herein. Furthermore, in response to comments received during the staff and agency review process, the proponent is only seeking approval for the first phase of development that excludes the lands associated with the Lift Lock Golf Club until such time as realignment options can be considered for Ashburnham Drive.

**Accordingly, Phase 1 of draft plan of subdivision 15T-17501 that is being considered for approval at this time only pertains to approximately 43.63 hectares of the site which consists of the farmhouse, barn and fields at 2159 Old Norwood Road (see Exhibit D).**

Independent from the receipt of a Council decision on the proposed plan of subdivision presented herein, the Applicant intends to integrate an Environmental Assessment (EA) process with the ongoing Planning Act review of Phase 2 of Draft Plan of Subdivision application 15T-17501 and Zoning By-law amendment application Z1704SB as they pertain to the golf course lands. The EA process will establish a recommended alignment for Ashburnham Drive in the vicinity of the golf course that will then be reflected in a separate plan of subdivision when Phase 2 is brought forward for Council consideration at a later date.

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, Official Plan policy, or Zoning By-law regulation, 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 or any phase thereof. Once Final approval is granted, the developer would be permitted to register the plan with the Land Registry Office and to begin selling individual lots.

### **Proposed Draft Plan of Subdivision Description**

As illustrated in Exhibit A attached hereto, the Applicant is proposing a residential subdivision comprised of a maximum of 501 single-detached dwellings with typical lot widths of 9.14m, 10.6m, 12.2m, 13.72m and 15.2m and a typical lot depth of 30m. Additionally, the plan proposes the development of 56 street-fronting townhomes with a typical lot width of 6.1m, and a high density, mixed-use multi-unit residential/local commercial block with approximately 150 dwelling units and potentially up to 2,000 square metres of commercial floor space.

All single detached and townhouse areas are shown on the draft plan of subdivision without individual lots (i.e. as lotless blocks) to preserve flexibility for minor adjustments of lot width on the final plan of subdivision. The final plan of subdivision will establish a lot pattern for all single detached lots in accordance with the zoning by-law and conditions imposed on the draft plan of subdivision. All townhouse blocks will be subdivided into individual parcels through a future part-lot control exemption process.

Proposed non-residential uses include a 0.98 hectare park located in the centre of the site, a stormwater management pond located in the southwest corner of the site, adjacent to the Lift Lock Golf Course, and 8.77 hectares of open space associated with the floodplain and buffers along the two creeks on site. Additionally, the plan proposes to convey an 8m road widening along Old Norwood Road, five mid-block walkways to facilitate pedestrian and cycling access to and from the park, and a walkway block along Television Road to facilitate access from the site to the proposed mixed use block.

The proposed local streets are illustrated as 18.5m wide road allowances and are generally laid out in a grid pattern. Two collector streets, Streets 'A' and 'C' serve the site. Street A will enter the site from Television Road at Paul Rexe Boulevard and will run east-west through the site. Street C will enter the site from Old Norwood Road, just west of Thornbury Drive, and will run north-south through the site. Street A has been planned so that it can be extended to the west to intersect with Ashburnham Drive (either in its current location or in a realigned location) while Street C, through the conditions of

approval, will be planned to preserve flexibility to extend south to Maniece Avenue should it be deemed necessary in the future and subject to appropriate environmental approvals. Where Streets A and C intersect, a roundabout intersection will be implemented.

All collector streets within the plan are to be designed and built with on-street cycling facilities while all streets within the development are to have sidewalks on both sides (unless exempted by the City's sidewalk policy).

Street-fronting townhomes are situated along Street A, west of the neighbourhood park while the mixed use commercial/residential block is located along Television Road at the southeast corner of the site. The mixed use block (Block 55) is isolated from the rest of the site by a creek and its associated floodplain and is located across from a planned 7,900 square metre local commercial development in the Burnham Meadows subdivision in Otonabee-South Monaghan Township. Pedestrian access to this block will be facilitated by the creation of a sidewalk/trail along the west side of Television Road, south of Street A.

Stormwater management for the site is proposed to be accommodated in a pond located at the south limit of the property, adjacent to the Lift Lock Golf Club. The pond is proposed to outlet to the main branch of North Meade Creek, upstream of Maniece Avenue.

Sanitary wastewater is proposed to be conveyed to the existing trunk sewer in Ashburnham Drive at Maria Street by extending the trunk sewer north to Maniece Avenue, east along Maniece Avenue and then north into the site along the east edge of the golf course.

Water is proposed to be extended to the site from an existing 300mm watermain located within Ashburnham Drive at Maniece Avenue. The watermain can be extended along either Ashburnham Drive or Maniece Avenue to the site.

Because the subdivision encompasses only a portion of the Proponent's lands and the adjacent golf course lands have been excluded from the current version of the Draft Plan of Subdivision, the plan protects two street accesses to the west, Collector Street A, and Local Street J.

<b>Land Use Summary</b>		
<b>Land Use</b>	<b>Block No.</b>	<b>Area (ha)</b>
Residential Singles	Blocks 1 to 33, 37, 39, 43 to 53 (501 units max.)	18.86
Residential Townhomes	Blocks 34 to 36, 38, 40 to 42 (56 units)	1.17
Mixed Use Residential/Commercial	Block 55 (150 units)	1.48
Parkland	Block 64	0.98
Walkway	Blocks 60 to 63, 65	0.16
Stormwater Management Pond	Block 66	2.50
Open Space/Natural Heritage	Blocks 54, 56, 59	8.77
Road Widening	Blocks 57, 58	0.47
Streets		9.24
<b>Total</b>	<b>707 units max.</b>	<b>43.63</b>

## Analysis

### Provincial Policy Statement, 2014

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

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

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

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

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

In staff's opinion, the proposed plan is consistent with this direction because it provides a variety of housing options and densities, provides connectivity to adjacent lands, and includes walkway, sidewalk and cycling facilities that will promote active transportation. Because the adjacent golf course lands to the west are planned for urban development, promoting pedestrian and cycling access to Ashburnham Drive, the Lift Lock, and Hunter Street East will be a key factor in ensuring that the subject lands realize their active transportation potential. The west stub of Street A is located approximately 340 metres from the Lift Lock, and approximately 700 metres from King George Public School. Additionally, the Hunter Street East business district is located another 560 metres west of the Lift Lock, and downtown is located approximately 1.4 km west of the Lift Lock. Accordingly, the majority of the lands are located within 2km of downtown.

Collector streets within the development will be designed to accommodate future transit service. Transit service plans for this area will be considered as part of the upcoming Transit Route Review and Long Term Growth Strategy, set to begin in the fall of 2018. Until such time as full transit service is implemented in the developing neighbourhood, the City's Trans-Cab service will be provided to the area at an additional cost to the operating budget.



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

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

In staff's opinion, the proposed development is compact and will be conducive to transit. When the neighbourhood is complete and the adjacent golf course lands are developed, the plan will facilitate active transportation both within the neighbourhood and to destinations beyond the neighbourhood such as downtown.

The plan will preserve trees where feasible and will include street trees in front of ground-oriented dwellings to promote shade. Significant tree planting in compensation for trees removed during the development process will be included.

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

Approximately 57% of the proposed single detached and townhouse dwellings are oriented in a north-south direction that would allow for the placement of larger windows toward the south to take advantage of passive solar heating opportunity. The remaining 43% of the proposed single detached and townhouse dwellings are oriented in an east-west direction which could potentially provide suitable south-facing rooflines for the future installation of solar panels by homeowners should they wish.

The PPS requires municipalities to promote stormwater management best practices, including stormwater attenuation and re-use, and low impact development (LID – measures that promote water infiltration). As a condition of approval, the Applicant will be required to establish and implement LID strategy to the satisfaction of the City and Otonabee Region Conservation Authority (ORCA). LID measures considered in the

Functional Servicing Report prepared by Valdor Engineering for the site (March 2017, revised March 2018) include allowing roof downspouts to discharge to the surface and the construction of infiltration trenches on private property.

The PPS prohibits development and site alteration within:

- Provincially significant wetlands (PSWs);
- Significant woodlands;
- Significant valleylands;
- Significant wildlife habitat;
- Significant areas of natural and scientific interest;
- Fish habitat (except in accordance with provincial and federal requirements); or
- Lands adjacent to these features unless it can be demonstrated that there will be no negative impacts on the features or on their ecological functions.

Additionally, the PPS prohibits development and site alteration within habitat of endangered and threatened species except in accordance with provincial and federal requirements.

As part of the application, the proponent has submitted an Environmental Impact Study (EIS) prepared by Beacon Environmental (dated March 2017, revised March, 2018) and a letter from Beacon dated June 14, 2018 in response to natural heritage comments received from ORCA. The EIS concludes that the property does not contain significant wetlands, significant woodlands, significant valleylands, significant wildlife habitat, or significant areas of natural and scientific interest. Furthermore, the site is not identified as being adjacent lands to any of these features (the Downers Corners PSW, located approximately 200 metres southeast of the site, is the closest significant feature to the site).

The EIS does, however, identify the presence of Barn Swallows, a threatened species, associated with the barn on the property and potential habitat for endangered species of bats associated within the forest areas along North Meade Creek at the southeast corner of the site and in an isolated wetland pocket in the centre of the site. Additionally, the study identifies the potential for Blanding's Turtle (endangered species) and Eastern Musk Turtle (threatened species) habitat in the existing pond on site. The pond is to be maintained with a buffer varying between 15 metres and 120 metres from the development.

To address potential impacts on Barn Swallow and bat habitat, the conditions of approval require the Applicant to work with the Ministry of Natural Resources and Forestry (MNRF) to ensure that the development proceeds in conformity with the Endangered Species Act.

Additionally, the EIS notes the potential for the two branches of North Meade Creek to act as warm water fish habitat. The plan provides for a minimum 30 metre buffer from these watercourses as recommended in the MNRF's Natural Heritage Reference Manual, 2010.

Street A is proposed to cross the southeastern branch of North Meade Creek on the property. As a condition of approval, the Applicant will be required to obtain written confirmation from the Department of Fisheries and Oceans Canada that the watercourse crossing is consistent with fisheries policies.

Although no provincially significant wetlands have been noted on site, the EIS does identify the presence of several unevaluated wetlands along both branches of North Meade Creek and an isolated wetland near the centre of the site that is proposed to be removed. Given the proximity of the Downers Corners PSW, Beacon Environmental reviewed whether these features should be complexed with the nearby PSW and concluded that there is no essential functional connection between the two that would justify their complexing. Furthermore, Beacon notes that this conclusion is consistent with previous studies conducted in the area including the Downers Corners Wetland Comprehensive Environmental Impact Study prepared in 2007 on the City and ORCA's behalf.

As a provider of technical advice to the City on matters of natural heritage, ORCA advised that it has no objections to Beacon's rationale. The MNRF, the authority responsible for determining wetland significance in Ontario, has been provided Beacon Environmental's review. As of the writing of this report, the MNRF has not expressed any concerns regarding the wetlands on site.

Section 2.6 of the PPS states that significant built heritage resources and significant cultural heritage landscapes will be conserved. Furthermore, the PPS states that development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved.

As part of the application the Proponent has prepared a Cultural Heritage Assessment Report (AECOM, July 2017, and updated February 2018) which recommended that consideration be given to the visual transition from the Trent Severn Waterway and Lift Lock to the proposed development, including a landscaping strategy. Such a strategy will be required as part of Phase 2 of the development. Additionally, the report recommended

that the barn and the surrounding landscape on the lands be documented photographically and that the document be deposited with the Peterborough Museum and Archives to form an archival record of the property. This will be required as a condition of approval.

Additionally, the Proponent has submitted a Stage 1 and a Stage 2 Archaeological Assessment of the property prepared by AECOM dated November 28, 2016 and February 8, 2017 respectively. The reports did not assess portions of the Phase 1 lands nor any of the Phase 2 lands. As a condition of approval, the Proponent will be required to prepare an Archaeological Assessment that assesses all proposed development areas and clears them from any future archaeological concern to the satisfaction of the City.

Through both the design of the plan, implementation of zoning and implementation of approval conditions, staff is satisfied that the proposed plan is consistent with the PPS.

### **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 (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 lands are located within the Designated Greenfield Area as defined in the Growth Plan. Accordingly, the lands are subject to both general policies in the plan and to policies that are specific to the Designated Greenfield Area.

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

- support the achievement of complete communities;
- support active transportation (e.g. walking, cycling); and
- encourage the integration and sustained viability of transit services.

Complete communities are places that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and public service facilities. The proposed plan is located in close proximity to various shops, services and amenities located within the Hunter Street East business district and well as the cultural and recreational amenities associated with the Lift Lock and Armour Hill. The plan, when developed in conjunction with the adjacent golf course lands, will facilitate convenient pedestrian and cycling access to these areas.

Additionally, the plan provides flexibility for up to 2000 square metres of local commercial floor space along Television Road and it facilitates access to the adjacent Burnham Meadows subdivision which also permits up to 7,900 square metres of local commercial floor space. Potential local commercial uses in these facilities could include convenience stores, a food store, a pharmacy, a restaurant, a bank, a medical or dental clinic, and other local commercial uses.

With respect to housing, the plan provides for a variety of housing types and densities. As land use planning continues for the adjacent golf course lands, opportunity exists to introduce more housing variety to meet current and future housing needs. For single detached and street-fronting townhomes in the development, the City's zoning by-law provides flexibility for the introduction of secondary suites subject to building permit approval.

In staff's opinion, the proposed subdivision contributes toward the achievement of a complete community.

Additionally, the Growth Plan also establishes a minimum density target for greenfield areas. Presently, the density target for Peterborough's greenfield areas is 50 persons and jobs per hectare, combined. The proposed plan can achieve this density. Given the flexibility that the lotless blocks can provide with respect to range of density, the Proponent will be required to demonstrate that lotting on the final plan for registration achieves an average density of 50 residents per hectare using population assumptions consistent with the City's current development charge background studies.

In 2017, the Growth Plan was updated to establish a minimum density target of 80 residents and jobs per hectare for greenfield areas which is to take effect when municipalities comprehensively review their official plans. The Growth Plan also permits outer ring municipalities, like the City of Peterborough, to negotiate an alternative density target subject to Provincial approval. The City is currently preparing a new Official Plan. In a resolution dated March 19, 2018, Council authorized staff to seek an alternative greenfield density target in the range of 55 to 65 residents and jobs per hectare, subject to Provincial approval. The new Official Plan, which is anticipated to be complete in 2019, will contain a new greenfield density target, either as stipulated in the Growth Plan or as negotiated with the Province. Should Phase 2 of the development seek Council approval after the new Official Plan is in effect, any portion of that phase that is considered designated greenfield area will be subject to the new density target.

The Growth Plan also emphasizes the protection of water quality and quantity by requiring the design and servicing of new large scale developments such as plans of subdivision to be informed by a subwatershed plan or equivalent, to include LID measures and green infrastructure. To date, staff has reviewed a preliminary stormwater management report prepared for the site that is informed by a stormwater management

assessment that was completed by the City as part of the Lift Lock Functional Planning Study in 2005, the Meade Creek Flood Reduction Study completed in 2010, as well as geotechnical (Haddad Geotechnical Inc., March 2017) and hydrogeological (Groundwater Science Corp., March 2017) reports completed in support of the application. As a condition of approval, the Applicant will be required to prepare a detailed stormwater management report to the satisfaction of the City and ORCA that will include LID measures.

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

### **Official Plan**

The subject lands are designated as follows:

Schedule A - Land Use:	Major Open Space, Village (Otonabee Township)
Schedule A1 - City Structure:	Designated Greenfield Area
Schedule B - Roadway Network:	High Capacity Arterial (Television Road) High Capacity Collector (Ashburnham Drive, Maniece Avenue) Low Capacity Collector (Old Norwood Road)
Schedule C Natural Areas and Floodplain:	Lands Adjacent to Fish Habitat Natural Areas and Corridors Flood Plain Area
Schedule D – Development Areas:	Stage 2
Schedule F Key Map to Secondary Land Use Plans:	Partially within No. 14 – Lift Lock
Plans Schedule H – Community Improvement:	Partially within Community Improvement Area

To facilitate the proposed development, the proponent has requested that the Official Plan be amended as follows:

Schedule A - Land Use:	From Major Open Space and Village (Otonabee Township) to Residential and Major Open Space
Schedule B - Roadway Network:	Add Streets A and C as Low Capacity Collector
Schedule C Natural Areas and Floodplain:	Add Lands Adjacent to Fish Habitat Add Natural Areas and Corridors Add Flood Plain Area
Schedule D – Development Areas:	Add lands to Stage 2 area
Schedule E – Residential Density	Add Medium Density and High Density
Schedule F Key Map to Secondary Land Use Plans:	Expand Boundary of Area No. 14 – Lift Lock
Schedule S – Lift Lock Secondary Plan	Adopt a partial secondary plan that encompasses the development lands

Additionally, to facilitate the development of the proposed mixed-use residential/commercial facility, a secondary plan-specific policy is proposed to encourage the mixing of residential and commercial uses notwithstanding the provisions of Section 4.2.6 that would seek to maintain residential use as secondary to commercial uses. A similar policy has most recently been implemented in the Lily Lake Secondary Plan.

## Secondary Plans

Section 9.5.1 of the Official Plan states that Secondary Plans shall be prepared for any major physical, social or economic issue, for any major development or redevelopment, or for any area within the municipality for which it is deemed necessary to undertake a comprehensive study and to formulate detailed policies. Prior to considering development applications on annexed lands such as the Lift Lock area, it has been the City's position that such areas should be subject to a secondary plan that is based on a comprehensive area wide review of the major planning issues.

The Lift Lock planning area encompasses the area bounded by Parkhill Road, Television Road, the Trent Severn Waterway, and the Canadian Pacific Railway located just south of Maniece Avenue. In 2005, the City completed the Lift Lock Functional Planning Study

which was intended to serve as the technical basis for a secondary land use plan for the area. The study reviewed the major issues affecting the development of a secondary plan including natural environment, transportation, municipal servicing, stormwater management, hydrogeology and soils, and archaeology. The study was received by Council in 2006 and Council, at the time, authorized staff to initiate an Official Plan Amendment process to adopt a Secondary Plan for the area. To date, a secondary plan has not been adopted for the area.

Concurrent with the processing of the subject applications, staff initiated a process to prepare and adopt a Lift Lock secondary plan. To that end, a public open house was held to present a draft secondary plan concept to area residents and property owners in June 2017. At the open house, concerns were raised with respect to the effect of development on area roadways, flooding/stormwater management, groundwater resources and basement flooding, and the availability of municipal services to existing homes.

Through the review of the traffic impact study prepared in support of the subject development, it became apparent that many of the transportation issues affecting the Lift Lock area are of a scale that are much larger than the proposed subdivision itself and include transit service and trail connectivity challenges. The Lift Lock Functional Planning Study focused on promoting traffic movement from the subject lands to Television Road and to Parkhill Road by proposing a collector road through the subject lands to Television Road, and by proposing an extension of Ashburnham Drive to Parkhill Road. The concern at the time, which still remains today, is that traffic generated from the site will have a tendency to travel west over the Trent Severn Waterway via either McFarlane Street, Hunter Street, or Maria Street, all of which are either single lane or swing bridge crossings that are not conducive to high volumes of traffic.

Further complicating this issue is the fact that the traffic using these crossings will ultimately infiltrate through the roadways within East City to reach the Hunter Street corridor or the Hunter Street bridge across the Otonabee River, which is already congested during peak periods. The notion of promoting traffic movement to Parkhill Road also needs to recognize that Parkhill Road also has a swing bridge crossing over the Trent Severn Waterway which can disrupt traffic flow during the summer boating season.

Furthermore, through their review of the proposed development, Parks Canada has advised that any review of long-term traffic planning in the area should not assume that vehicular access through the Lift Lock tunnel will be permanently available in the future given the age of the Lift Lock structure and considering that the crossing is controlled by Parks Canada rather than the City.



To address traffic and transit service constraints associated with crossing the Trent Severn Waterway, a transportation study is needed that looks at a much broader area than just the proposed subdivision. Specifically, the analysis must extend all the way to the nearest two-way, fixed Trent Severn Waterway crossings which are Lansdowne Street and Nassau Mills Road, and include all of the single lane and swing bridge crossings in between. The analysis would identify options for addressing the transportation constraints in the area, which would then need to be followed by the completion of one or more Class Environmental Assessments (EAs) to establish the feasibility of the options and obtain approval for the preferred solution(s). In staff's opinion, this work must be complete before a full secondary plan can be prepared for the Lift Lock area, and is beyond the scope for the proponent to undertake as part of this development. Through this report, staff is recommending that Council pre-commit \$250,000.00 in the 2019 Capital Budget for the completion of an East Side Transportation Study.

In instances where development is proposed in the absence of an approved secondary plan, staff has supported such developments where the development is both appropriate and will not adversely affect the creation of a secondary plan. This approval approach has previously been taken in the Carnegie Area and the Coldsprings Area. In this particular case, staff is satisfied that the proposed development does not adversely affect the City's ability to complete a secondary plan for the broader Lift Lock area and that the development can be accommodated prior to implementation of a full secondary plan subject to the completion of certain road improvements concurrent with the development. Moving forward, the Applicant has proposed a partial secondary plan to address the land use designations and specific policy considerations for their development.

Notwithstanding that staff believes it is appropriate to consider the proposed development in advance of completing a full secondary plan for the area, staff also believes that approval of this development should signal a commitment on the part of Council to support the ongoing implementation of a secondary plan for the area. This commitment would include ensuring that sufficient funds are being collected in the City-wide Development Charge By-law when it is updated in 2019 to cover the cost of the East Side Traffic Study and any required EAs, an acknowledgement that additional updates to the Development Charge By-law may be required to include any EA-approved road works, and support in future capital budgets for implementing Lift Lock area-related projects.

In the absence of a full secondary plan for the Lift Lock area, Section 4.2.5.7 of the Official Plan establishes a number of items that Council must consider when reviewing an application for residential development:

- proposed housing types;
- compatibility with surrounding land uses;

- adequacy of municipal services;
- traffic impacts;
- adequacy of amenities, parks and recreation opportunities;
- parking, buffering and landscaping; and,
- significant natural/environmental features.

A detailed review of the proposed development in light of these criteria is attached hereto as Exhibit F.

With the approval of the proposed Official Plan Amendment, staff is satisfied that the proposed development will conform to the Official Plan. The plan provides for a variety of housing forms and densities, will be municipally serviced, and provides adequate protection to the key natural features on the site, namely the two branches of North Meade Creek and their associated wetlands and floodplains. Additionally, the plan will be developed to promote traffic movement to Television Road, will implement necessary road improvements along Old Norwood Road and at the intersection of Old Norwood Road and Ashburnham Drive to accommodate anticipated traffic, and will maintain options for implementing a broader arterial and/or collector street network for the Lift Lock planning area.

### **Transportation Improvements to Support Development**

The traffic studies completed in support of the development application have identified a number of external road network improvements that will be needed to support this development and background growth in traffic in the study area. These improvements would be reviewed and confirmed as part of the East Side Transportation Study, but an initial list of improvements includes:

- Widening Television Road to provide a Two-Way-Left-Turn-Lane between Maniece Avenue and Old Norwood Road;
- Installation of traffic signals at Television Road / Paul Rexe Boulevard / Street A;
- Installation of traffic signals at Television Road / Maniece Avenue;
- Installation of traffic signals at Television Road / Old Norwood Road;
- Installation of traffic signals and right turn lanes at Television Road / Parkhill Road;
- Old Norwood Road urbanization and profile improvements;

- Installation of traffic signals at Ashburnham Drive / West Entrance or Old Norwood Road;
- Ashburnham Drive realignment, urbanization and extension to Parkhill Road; and
- New 2 lane bridge crossing of Trent Severn Waterway at McFarlane Street.

Additional improvements to upgrade and urbanize Maniece Avenue, McFarlane Street, Parkhill Road, and Television Road may also be identified following completion of the East Side Transportation Study.

### Zoning By-law Amendment

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

Block	Existing Zoning	Proposed Zoning	Land Use Type	Minimum Lot Width	Number of Units	Maximum Height (Storeys)
Blocks 5, 6, 8, 11 to 14, 19 to 23, 25 to 32, 44, 46, 47, 50 to 52	R1 (Otonabee)	R.1	Single Detached	12 metres	269 max.	2
Blocks 7, 9, 10, 24, 37, 39	R1 (Otonabee)	R.1,1r,2r	Single Detached	10.6 metres	95 max.	2
Blocks 1 to 4, 15 to 18, 33, 43, 45, 48, 49, 53	R1 (Otonabee)	R.1,1o,2o	Single Detached	9 metres	137 max.	2
Blocks 34 to 36, 38, 40 to 42	R1 (Otonabee)	SP.366,3n-318	Street fronting townhouse	6 metres	56	2
Block 55	R1 (Otonabee)	SP.365 + new exception	Mixed use Residential/ Commercial	45m	Max. 150	6

Blocks 54, 56, 59	R1 (Otonabee)	OS.1	Open Space/ Flood Plain/ Natural Heritage			
Block 64	R1 (Otonabee)	OS.2	Parkland			
Blocks 60 to 63, 65	R1 (Otonabee)	match adjacent residential lots	Walkways			
Block 66	R1 (Otonabee)	OS.2	Stormwater Management			

For both single detached and townhouse dwellings on corner lots, the Applicant has requested that a new exception, Exception No. 325, be used to reduce the minimum building setback from the streetline that doesn't have a driveway from 6 metres to 4.5 metres. This new exception is modeled after Exception No. 190 which was used on corner lots along Wentworth Street. Generally, staff has no objection to the Applicant's request.

For townhouse dwellings, the Applicant is proposing to use the SP.366 zoning district which has been used in the Lily Lake area. However, to create greater flexibility for these dwellings, the Applicant is seeking permission to construct buildings in groupings of up to 8 units, to reduce the minimum lot area per unit from 200 square metres to 185 square metres. Staff has no objection to these requests and note that similar flexibility was granted to Durham Building Corporation in their Lily Lake subdivision. These requests have been reflected in the recommended Zoning By-law through the use of alternative regulation 3n and Exception No. 318.

For mixed use Block 55, the Applicant proposes to use the SP. 365 zoning district. SP.365 provides permission for a variety of housing forms including multi-unit dwellings, apartments, multi-suite residences, and nursing homes. Additionally, the district provides an ability to accommodate a limited amount of small-scale commercial uses on the ground and basement floors of such buildings that would be intended to serve residents of the building and the immediate area. The district also reduces the amount of parking required for residential uses by requiring 1.5 spaces per dwelling unit and 0.75 spaces per residential suite instead of 1.75 spaces per unit.

To provide greater flexibility for development on these blocks, the Applicant has requested that the minimum and maximum lot area per dwelling unit be reduced to 91 square metres (46 square metres for a suite) and 133 square metres (67 square metres for a suite) which is consistent with the lower and upper limits of the high density residential designation. Additionally, the Applicant has requested that the minimum building setback from the rear lot line be reduced from 12 metres or 6 metres per storey to 12 metres or 3 metres per storey. Finally, the Applicant has requested that the maximum floor area per commercial purpose be increased from 140 square metres to 300 square metres and that the maximum commercial floor area for the site be capped at 2000 square metres, consistent with the Local Commercial policies of the Official Plan. Staff has no objection to these requests and have reflected them in the recommended Zoning By-law as Exception No. 326.

Lands that are intended to be used for parkland and stormwater management purposes will be zoned OS.2 – open space district while lands that are intended to be set aside for environmental protection purposes (e.g. the areas along North Meade Creek) will be zoned OS.1 which is a more restrictive open space district.

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

## **Responses to Notice**

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

### **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 April 24, 2017 and on March 19, 2018 (by email) and March 22, 2018 (by mail). Additionally, notice of the Public Meeting was provided to the prescribed agencies on July 27, 2018 (by mail) and July 31, 2018 (by email).

Agency comments were received from: the Infrastructure Planning Division, the Transportation Division, the Peterborough Accessibility Advisory Committee (AAC) – Transportation Sub-committee; Parks Canada; ORCA, Peterborough Utilities Services Inc.; County of Peterborough; Township of Otonabee-South Monaghan; Canada Post; Hydro One Networks Inc.; Bell Canada, Enbridge Gas Distribution Inc.; Alderville First Nation; Hiawatha First Nation; Curve Lake First Nation; the Mississaugas of Scugog

Island First Nation; the Downtown Business Improvement Area; Peterborough Public Health; and the Peterborough Architectural Conservation Advisory Committee (PACAC).

Agency comments were generally supportive of the proposed development with some agencies requesting that conditions of approval be imposed. Alderville and Hiawatha First Nations raised some concern with the quality of a Cultural Heritage Impact Assessment (AECOM, July 2017) prepared in support of the development however those comments were addressed in a revised version of the report dated February, 2018.

Some agencies made comments regarding the need to ensure proper road, sidewalk and trail connectivity both within the site and to surrounding areas such as the Ashburnham Drive and the Lift Lock, Old Norwood Road, Paul Rexe Boulevard, and for better integration between the site and the proposed mixed use block along Television Road. Through the conditions of approval and detailed design approval process, accommodation will be made to require sidewalks throughout the development, including to the mixed use development, signalization of the intersection of Street A and Television Road/Paul Rexe Boulevard, and the provision of proper sightlines at the intersection of Street C and Old Norwood Road. Ensuring proper connectivity to Ashburnham Drive and the Lift Lock will become a key consideration for the ongoing subdivision planning for the adjacent golf course lands as alternative alignments for Ashburnham Drive are considered.

Parks Canada has noted that they are particularly interested in the planning for the golf course lands and the realignment of Ashburnham Drive and want to ensure that the cultural significance of the Lift Lock and the Trent Severn Waterway as National Historic Sites are not diminished by the development. Conditions of approval are recommended herein to reflect specific requests from Parks Canada and moving forward planning for the golf course lands will ongoing collaboration between the Applicant, the City, and Parks Canada.

Generally, staff is satisfied that the various agency comments have either been addressed through the design of the proposed subdivision and the proposed zoning by-law, or are addressed as conditions of approval.

### **Summary of Public Responses**

In accordance with Planning Act requirements, notice of a complete application for the proposed plan of subdivision and Zoning By-law Amendment was published in the Peterborough Examiner on May 1, 2017 while Notice of a Complete Application for the proposed Official Plan Amendment was published on July 30, 2018.

On June 21, 2017 the City hosted a neighbourhood open house at the Baker's Hill Banquet Centre to gather public feedback on a concept for a Lift Lock Secondary Plan.

At the same time, the Applicant was on hand to present the proposed plan of subdivision. The City delivered a notice of the meeting to all persons that own property within 120m of the Lift Lock Planning Area. The meeting was attended by approximately 100 people.

Furthermore, on August 2, 2018, the Applicant hosted an additional neighbourhood open house at the Living Hope Christian Reformed Church to present the revised plan of subdivision attached hereto as Exhibit A. Notice was provided to all persons that own property within 120m of the Lift Lock Planning Area as well as to any others who had requested to receive notices regarding the subdivision.

A number of public comments have been received that question:

- The ability for area roadways and Trent Severn Waterway crossings to handle traffic from the development;
- The impact that development will have on existing homes, wells and septic systems with respect to groundwater flow; and,
- The potential for flooding on adjacent properties; and
- The ability for area schools to accommodate student growth.

Additionally, other public comments requested that:

- The development preserve and complement the historical cultural aspects of the Lift Lock area;
- The development foster all modes of travel to East City, downtown, and to area parks and trails;
- The golf course be preserved; and,
- That municipal services be made available to unserved properties.

Some of the public concerns with the proposal are being addressed in part by conditions of approval while other concerns are to be addressed at a later date through the completion of the broader Lift Lock Secondary Plan. Specifically, the proposed plan will be implemented in a way that mitigates traffic impacts on the surrounding area by directing traffic to Television Road and by making necessary interim improvements to Old Norwood Road however long-term concerns related to Trent Severn Waterway crossings will be addressed by the City through the broader East Side Traffic Study, subsequent EA and Lift Lock Secondary Plan processes.

Additionally, issues related to maintaining compatibility between the development and the Lift Lock area and preserving connectivity to the Lift Lock, downtown, and area parks and trails will be addressed through the ongoing planning for the golf course lands. Although staff anticipates that part of the golf course will be redeveloped for urban purposes in the future, it is also expected that the southern part of the golf course will remain following development.

In staff's opinion, the proposed plan addresses those public comments that are within its ability through its design and through conditions of approval.

## Summary

Approval of the applications for Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision Approval is recommended for the following for the following reasons:

1. The development can be accommodated without compromising the City's ability to implement a comprehensive secondary plan for the Lift Lock planning area;
2. The development will be implemented both with, and concurrent with, internal and external infrastructure improvements that will mitigate impacts on the surrounding neighbourhood;
3. The plan will provide additional residential land for the City thus helping to ensure that the City has an appropriate lot inventory pursuant to the Provincial Policy Statement;
4. The plan facilitates the planned build-out of the Lift Lock planning area;
5. The plan is consistent with the matters of Provincial Interest as established under the Planning Act, does not conflict with any Provincial Plan, and complies with the City Official Plan; and,
6. The plan has addressed all matters considered during the review pursuant to Section 51(24) of the Planning Act and/or will address any outstanding matters through the Conditions of Draft Plan Approval prior to the issuance of Final approval.



Submitted by,

W. H. Jackson, P. Eng.  
Commissioner of Infrastructure and Planning Services

**Contact Names:**

Brad Appleby  
Planner, Subdivision Control and Special Projects  
Phone: 705-742-7777, Ext. 1886  
Toll Free: 1-855-738-3755  
Fax: 705-742-5218  
E-mail: bappleby@peterborough.ca

Ken Hetherington  
Manager, Planning Division  
Phone: 705-742-7777, Extension 1781  
Toll Free: 1-855-738-3755  
Fax: 705-742-5218  
E-mail: khetherington@peterborough.ca

**Attachments:**

Schedule 1 – Conditions of Draft Plan of Subdivision Approval  
Exhibit A – Draft Plan of Subdivision 15T-17501 (Phase 1)  
Exhibit B – Draft Official Plan Amendment  
Exhibit C – Draft Zoning By-law Amendment  
Exhibit D – Land Use Map  
Exhibit E – Notice of Public Meeting  
Exhibit F – Detailed Review of Official Plan Conformity  
Exhibit G – Detail Review of Agency and Public Comments



**Schedule 1**  
**Draft Plan of Subdivision Application 15T-17501 (Phase 1)**  
**YiZheng Ltd., The Biglieri Group Ltd.**  
**2159 Old Norwood Road**  
**File Numbers 15T-17501, Z1704SB, O1802**

**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-17501 (Phase 1) are as follows:

**Identification**

1. That this approval applies to the Draft Plan of Subdivision 15T-17501, Project No. 16383, Drawing No.: DP-01 dated March 10, 2017 and revised July 20, 2018 by The Biglieri Group Ltd., which shows the following:

Land Use	Block No.	Estimated Unit Count
Residential Singles	Blocks 1 to 33, 37, 39, 43 to 53	501 max.
Residential Townhomes	Blocks 34 to 36, 38, 40 to 42	56
High Density Residential/ Local Commercial	Block 55	150
Parkland	Block 64	
Walkway	Blocks 60 to 63, 65	
Stormwater Management Pond	Block 66	
Open Space/ Natural Heritage	Blocks 54, 56, 59	
Road Widening	Blocks 57, 58	

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 the lot pattern on the final plan for registration shall comply with the Zoning By-law and shall achieve a minimum average density of 50 residents per hectare across the site (excluding Blocks 54, 56 and 59) calculated using a population per unit assumption of 2.9 for single detached dwellings, 2.5 for street-fronting townhomes, and 1.7 for high density apartments.
4. 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**

5. That the road allowances included in this Draft Plan shall be shown on the Final Plan and dedicated as public highways.
6. That the streets be named in accordance with the City's naming policy to the satisfaction of the City of Peterborough.
7. 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.
8. That temporary turning circles be established at the termination of road allowances as directed by the City of Peterborough.
9. That prior to Final approval, the Owner shall agree in the Subdivision Agreement to construct sidewalks in accordance with the City's Sidewalk Policy.
10. That Blocks 60 to 63 and 65 be conveyed to the City for walkway purposes.
11. That prior to Final Approval, the owner shall investigate the feasibility of providing a trail connection through Block 54 to mixed use Block 55 to the satisfaction of the City Engineer and the Otonabee Region Conservation Authority, and others, as required. The investigation shall include:
  - a. An Environmental Impact Study of the proposed work on natural heritage features; and,
  - b. Demonstration that any proposed connection over North Meade Creek will not be subject to flooding during a Regulatory Storm and that the bridge structure will be able to withstand the hydrostatic loading associated with such a flooding event.

If a trail connection is deemed technically feasible by the City Engineer and the Otonabee Region Conservation Authority, the owner will agree to obtain the necessary approvals for, and to construct, the trail at their expense in accordance with the plans and reports approved by the City Engineer, Otonabee Region Conservation Authority and/or others, as required.

12. 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.
13. That the Owner implement on-road cycling facilities on Streets A and C to the satisfaction of the City Engineer.

14. 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.
15. That the Owner construct Street A, at its intersection with Television Road, with a left turn lane to the satisfaction of the City Engineer.
16. That the Owner agree in the subdivision agreement to pay to the City 50% of the cost of the following required improvements to the intersection of Street A / Television Road / Paul Rexe Boulevard:
  - i) Installation of traffic signals;
  - ii) A southbound right turn lane on Television Road; and,
  - iii) A northbound left turn lane on Television Road.

The Owner shall further agree that these improvements shall be in place prior to the release of the inhibiting order and the availability of building permits in the development.

17. That the Owner agree in the subdivision agreement to pay to the City 50% of the cost of the following required improvements to Television Road at the entrance to Block 55 / Safe Harbour Way:
  - i) A northbound left turn lane on Television Road.

The Owner shall further agree that these improvements shall be in place prior to the release of the inhibiting order and the availability of building permits in Block 55.

18. That concurrent with Final approval, the Owner shall implement geometry improvements and install temporary traffic signals at the intersection of Ashburnham Drive and Old Norwood Road to the satisfaction of the City Engineer. Furthermore, the Owner shall agree to remove the temporary traffic signals, as directed by the City Engineer, at such time as Ashburnham Drive is realigned onto the adjacent lands to the west.
19. That the Owner agree to reconstruct Old Norwood Road, west of Street C, to lower the profile of the road and ensure the provision of safe decision sight distance to the satisfaction of the City Engineer prior to formally connecting Street C to Old Norwood Road. Furthermore, prior to Final approval, the Owner shall provide a preliminary profile for Old Norwood Road to the satisfaction of the City Engineer. Should the City of Peterborough reconstruct Old Norwood Road prior to the Owner completing the required profile work, the Owner shall agree to pay the City the cost of lowering the road profile to ensure safe decision sight distance on Old Norwood Road at Street C.

20. That prior to Final approval the shall Owner prepare a traffic brief to establish how many residential units may be constructed in the site utilizing the Street A access before Street C is required to connect to Old Norwood Road, to the satisfaction of the City Engineer. Furthermore, the Owner shall agree to implement the recommendations of the traffic brief to the satisfaction of the City Engineer.
21. That a Block be created on the Final Plan for registration within Block 52 for the purpose of maintaining the ability to extend Street C as a 23 metre wide collector street right of way south to Maniece Avenue. The block shall be conveyed to the City of Peterborough for Future Roadway / Future Development purposes and held in trust until such time as it is determined whether the block is required for roadway purposes. Any lands not required for roadway purposes shall be conveyed back to the Owner.

### **Other Municipal Conditions**

22. That prior to Final approval the Owner shall update the Environmental Noise Feasibility Study prepared by Valcoustics Canada Ltd. dated July 6, 2017 to reflect the draft approved plan of subdivision and shall agree in the subdivision agreement to implement the report recommendations to the satisfaction of the City Engineer. Any required sound barriers shall be located on private property and appropriate covenants shall be registered on title to ensure that homeowners maintain the barrier in perpetuity.
23. That the Owner agree in the subdivision agreement to complete and implement an Environmental Noise Feasibility Study in conjunction with any application for site plan approval on Block 55 to the satisfaction of the City Engineer. The report shall be prepared in accordance with the Ministry of the Environment's Publication NPC-300, "Environmental Noise Guideline, Stationary and Transportation Sources – Approval and Planning".
24. That the Owner agree in writing to convey parkland dedication to the City in accordance with the Planning Act and Official Plan policy. Block 64 will be considered for parkland dedication. The Owner shall agree that any City parkland dedication entitlement over and above the land to be conveyed shall be conveyed to the City as part of the approval of Phase 2 of Draft Plan of Subdivision 15T-17501 located on adjacent lands owned by the Proponent at 2320 Ashburnham Drive. 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.
25. That Blocks 54, 56 and 59 be conveyed at the owner's expense to the City of Peterborough for Open Space purposes.
26. 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.

27. 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.
28. 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.
29. 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.
30. 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.
31. 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.
32. That prior to final approval, the Owner shall ensure all necessary approvals and easements are secured to construct the required sanitary outlet, trunk watermain connection, and stormwater outlet for the site to the satisfaction of the City Engineer. Such approval shall include, but not be limited to, making satisfactory arrangements with the Canadian Pacific Railway (CP Rail) for the extension of the Ashburnham Drive trunk sanitary sewer under CP Rail’s facility.
33. Prior to final approval, the Owner shall prepare an overall Composite Utility Distribution Plan that allows for the safe installation of all utilities, including required separation between utilities, driveways, and street trees to the satisfaction of the City Engineer and all affected utility authorities 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.
34. 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.

35. 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 as described in the 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.
36. 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.
37. 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.
38. 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).
39. That prior to Final approval, the Owner shall design and agree to implement a program to monitor the effects of the proposed development on groundwater quality and quantity for well users in the area. The program shall also contain provisions for future mitigation should the program results demonstrate a causal relationship between the proposed development and unacceptable levels of groundwater impact as deemed by the Owner's Hydrogeologist, all to the satisfaction of the City Engineer.
40. That the Owner shall enter into an agreement with the Peterborough Utilities Commission for the provision of water service.
41. That the Owner make satisfactory arrangements with Peterborough Distribution Inc. for the provision of electrical service.
42. That prior to Final approval, the Owner complete an archaeological assessment of the lands in accordance with the recommendations of the Stage 1 and Stage 2 Archaeological Assessments prepared by AECOM dated November 28, 2016 and February 8, 2017 respectively to the satisfaction of the City.
43. That the Owner implement the recommendations of the Cultural Heritage Impact Assessment prepared by AECOM dated July 2017 and updated February 2018 to the satisfaction of the City by photographically documenting the barn and its surrounding landscape at 2159 Old Norwood Road and depositing the record with the Peterborough Museum and Archives.

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 the Owner erect permanent fencing to the satisfaction of the City Engineer along the mutual boundary between any private property and any parkland, walkway, open space, or stormwater management facility that is to be conveyed to the City of Peterborough. The fencing for any properties that abut Open Space Blocks 54, 56 and 59 shall be free of gates and will be of a suitable design to prevent encroachment and dumping of yard waste.
46. For Lots abutting Blocks 54, 56 and 59, 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.
47. That the Owner ensure lot lines for residential lots and blocks do not encroach into any flooding hazard.
48. That prior to final approval, the Owner shall update the Arborist Report prepared by DA White Tree Care (February 10, 2017) to the satisfaction of City's Urban Forest Manager. The Report shall include a plan to compensate for trees removed from the site based on standards established in the City's tree preservation by-laws, 17-120 and 17-121. Furthermore, the Owner shall agree to implement any report recommendations, including measures for tree protection, to the satisfaction of the City's Urban Forest Manager.

#### **Other Agency Conditions**

49. 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.
50. 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 any authorizations to support the proposed development.
51. That prior to any development or site alteration on the subject property, the owner shall provide delineation of the flood plain of North Meade Creek and the West Tributary based on the Regional (Timmins) Storm to the satisfaction of the Otonabee Region Conservation Authority. Both hard copies and digital copies shall be submitted for review.



52. That the owner obtain all necessary permits for the Street A watercourse crossing. The road crossings of watercourses must be designed to ensure safe access while limiting encroachment into the flood plain, wetlands and wetland buffers to piers, to the satisfaction of the City, the Township of Otonabee-South Monaghan and the Otonabee Region Conservation Authority.
53. That prior to any development or site alteration, the owner shall submit a final Environmental Impact Study that establishes protective buffers around the wetlands present on the site to the satisfaction of the City and the Otonabee Region Conservation Authority.
54. That the Owner agree to not undertake any clearing, grading and grubbing of the site during the peak bird breeding season of May 1st to July 31<sup>st</sup> to the satisfaction of the Otonabee Region Conservation Authority and the City.
55. That exclusionary fencing be installed adjacent to the riparian and wetland areas for nesting turtles to May 15th and be maintained between May 15th and September 30th in any given year due to the proximity of suitable habitat on site to the satisfaction of the City and the Otonabee Region Conservation Authority.
56. That the owner develop and implement a comprehensive monitoring plan including predevelopment monitoring for the collection of baseline data to compare pre to post development conditions for natural heritage features on site to the satisfaction of the City and the Otonabee Region Conservation Authority. The monitoring plan is to be carried out for 5 years from full build out of all phases of the development. No development or site alteration shall occur until full season of baseline data has been collected. The monitoring plan shall be developed in consultation with the Otonabee Region Conservation Authority.
57. That the owner distribute a "Homeowner Natural Systems Stewardship Information" brochure to all prospective and subsequent purchasers of all lots within the subdivision. This educational brochure will be based on the 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 developer's expense.
58. That the owner obtain the necessary approvals for any required wetland removals to the satisfaction of the Otonabee Region Conservation Authority.
59. That prior to Final approval, the Owner shall submit and agree to implement a landscaping and vegetation plan to the satisfaction of the Otonabee Region Conservation Authority and the City that includes:
  - i) Details for planting street trees in accordance with City's Urban Forest Strategic Plan including proposed street tree planting locations, species, and street and trail cross sections containing boulevard width, utility locations and depth of topsoil, as alternative planting locations where

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

- ii) Details for plantings to compensate for trees approved to be removed from the site as discussed in the final approved Arborist Report required in Condition No. 48;
- iii) Details for enhancing buffer areas within Blocks 54, 56 and 59 in accordance with the recommendations of the Environmental Impact Study prepared by Beacon Environmental (March 2018) or any successor prepared pursuant to Condition No. 53;
- iv) Details for compensating the removal of any wetland on-site, including a wetland concept plan and a water balance, for an area to be determined on the adjacent golf course lands in accordance with the recommendations of the Environmental Impact Study prepared by Beacon Environmental (March 2018) or any successor prepared pursuant to Condition No. 53;
- v) Details for landscaping associated with stormwater management facilities and for rehabilitating any disturbance created through the provision of infrastructure (e.g. stormwater outlet, sanitary outlet, watermain connection, etc., watercourse crossings, etc.);
- vi) Details for grading, landscaping and planting park Block 64;
- vii) Details for the timing of all plantings; and,
- viii) Details for monitoring the survival of all plantings.

All recommended plantings shall consist of native plants and trees.

60. That prior to final registration of the Plan of Subdivision and any on-site grading or construction, Otonabee Region Conservation Authority, Parks Canada, the Township of Otonabee-South Monaghan 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.
  - 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.
61. 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. 60. 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.
- 62.
  - a) Bell Canada shall confirm to the City of Peterborough in writing that satisfactory arrangements, financial and otherwise have been made with Bell Canada for the installation of Bell Canada facilities to serve this Draft Plan of Subdivision.
  - b) The Owner shall agree in the Subdivision Agreement, in words satisfactory to Bell Canada, to grant to Bell Canada any easements that may be required for telecommunication services.
  - c) If there are any conflicts with existing Bell Canada facilities or easements, the Owner shall be responsible for re-arrangements or relocation.
- 63.
  - 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.
- 64. That the Owner agree in the Subdivision Agreement to the following provisions in wording acceptable to Canada Post Corporation and the City Engineer:
  - i) To establish community mailbox locations to the satisfaction of Canada Post as part of the Composite Utility Distribution Plan;
  - ii) 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.
  - iii) 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.

- iv) Provide, at the Owner's expense, a paved lay-by at the Community Mailbox location when required by the municipality.
  - v) 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.
65. 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.
66. 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.
67. That the Owner circulate the Composite Utility Distribution Plan to Hydro One Networks Inc. (HONI) and obtain confirmation that no conflicts with HONI infrastructure will be created by the proposed development.

### **Clearances**

- 1. Prior to final approval, the Director of Planning & Development Services shall be advised by the Otonabee Region Conservation Authority that Conditions 11 and 51 to 61 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 29, 33 and 62 have been carried out to the their satisfaction. The letter from Bell shall include a brief but complete statement detailing how each condition has been satisfied.
- 3. Prior to final approval, the Director of Planning & Development Services shall be advised by Cogeco Cable Solutions that Conditions 29, 33 and 63 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 33 and 64 have been carried out to the their satisfaction. The letter from Canada Post shall include a brief but complete statement detailing how each condition has been satisfied.
5. Prior to final approval, the Director of Planning & Development Services shall be advised by the Enbridge Gas Distribution Inc. that Conditions 29, 33 and 65 have been carried out to the their satisfaction. The letter from the Enbridge shall include a brief but complete statement detailing how each condition has been satisfied.
6. Prior to final approval, the Director of Planning & Development Services shall be advised by Peterborough Utilities Commission (PUC) that Conditions 29, 33, 40 and 41 have been carried out to the 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 Condition No. 67 has been carried out to the their satisfaction. The letter from Hydro One shall include a brief but complete statement detailing how the condition has been satisfied.
8. Prior to final approval, the Director of Planning & Development Services shall be advised by the Parks Canada that Condition No. 60 has been carried out to their satisfaction. The letter from Parks Canada 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 Township of Otonabee-South Monaghan that Conditions 52 and 60 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.
10. Prior to final approval, the Director of Planning & Development Services shall be advised by Curve Lake First Nation that Condition 66 has been carried out to their satisfaction. The letter from Curve Lake 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 Hiawatha First Nation that Condition 66 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.
12. Prior to final approval, the Director of Planning & Development Services shall be advised by the Mississaugas of Scugog Island First Nation that Condition 66 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.

13. Prior to final approval, the Director of Planning & Development Services shall be advised by Alderville First Nation that Condition 66 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.
14. Prior to final approval, the Director of Planning & Development Services shall be advised by Ministry of Natural Resources and Forestry that Condition 49 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 No. 50 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 Canadian Pacific Railway that Condition No. 32 has been carried out to their satisfaction. The letter from the Railway shall include a brief but complete statement detailing how the condition has been satisfied.

Otonabee Conservation 250 Milroy Drive Peterborough ON K9H 7M9	Systems Planner Cogeco Cable Solutions P.O. Box 2290 1111 Goodfellow Road Peterborough ON K9J 7A4
Manager, Access Network Bell Canada 183 Hunter St. W., Floor 2 Peterborough ON K9H 2L1	Delivery Planner Canada Post Corporation 1424 Caledon Place Box 25 Ottawa ON K1A OC1
Enbridge Gas Distribution Inc. Attention: Land Services P. O. Box 650 Scarborough, Ontario	Peterborough Utilities Services Inc. 1867 Ashburnham Drive PO Box 4125, Station Main Peterborough, ON K9J 6Z5
Department of Fisheries and Oceans Canada Fisheries Protection Program 867 Lakeshore Road Burlington, ON L7S 1A1	Hydro One Networks Inc. Planning Department 913 Crawford Drive Peterborough, ON K9J 3X1

Township of Otonabee-South Monaghan P.O. Box 70 20 Third Street Keene, ON K0L 2G0	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
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 <sup>st</sup> Floor, South Tower Peterborough, ON K9J 8M5
Parks Canada Ontario Waterways Unit Trent Severn Waterway Office P.O. Box 567, 2155 Ashburnham Dr. Peterborough, ON K9J 6Z6	Canadian Pacific Railway Land Management 1290 Central Parkway, Suite 800 Mississauga, ON L5C 4R3

### Notes to Draft Approval

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

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

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

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

3. If the Owner wishes to request an extension to Draft Approval, a written explanation must be submitted for Council approval prior to the lapsing date.



Please note that an updated review of the plan and revision to the Conditions of Approval may be necessary if an extension is to be granted.

4. The City of Peterborough and the Peterborough Utilities Commission have established a Development Control Monitoring Program for the purpose of managing sanitary and water services City-wide. Draft Approval does not assign a servicing allocation to the Plan of Subdivision. Services will be allocated on a “first-come” “first-served” basis in response to bonafide development pressure.
5. It is the Owner’s responsibility to advise the City of Peterborough Planning Division of any changes in Ownership, agent, address, and phone and fax number.
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 (2018 rate) \$1600 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**

Exhibit A – Draft Plan of Subdivision 15T-17501(Phase 1)  
Page 1 of 2

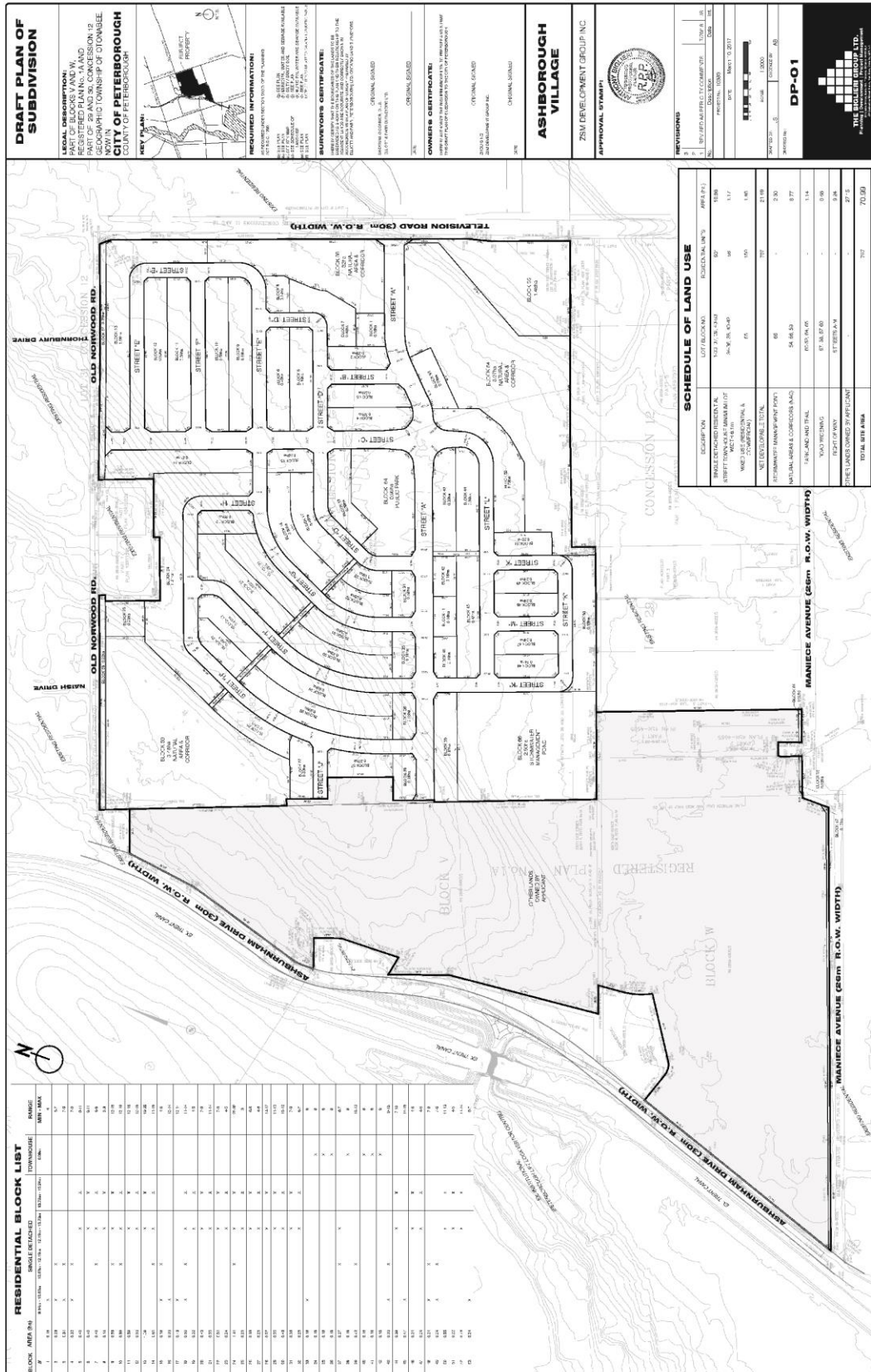
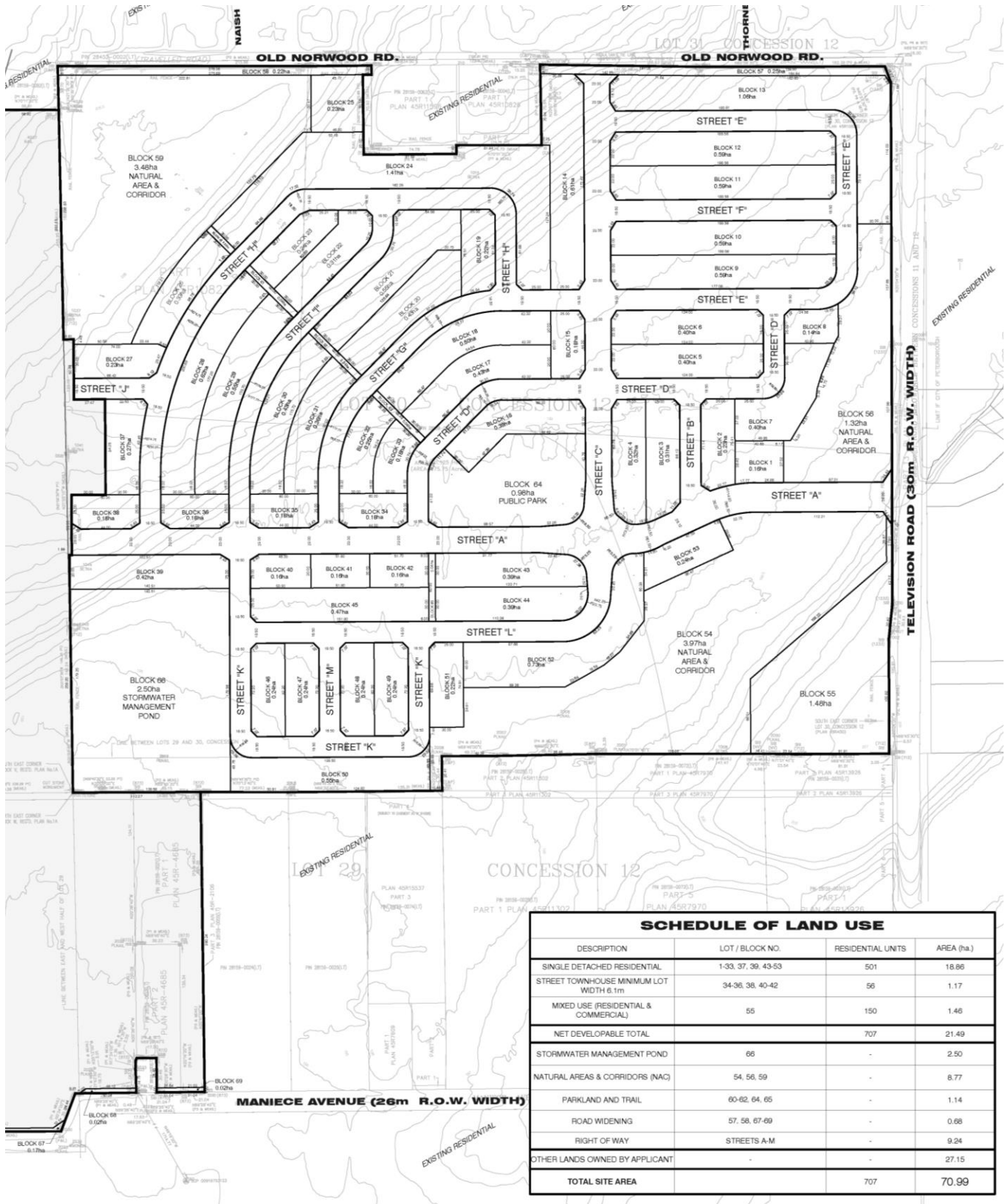


Exhibit A – Draft Plan of Subdivision 15T-17501(Phase 1)  
Page 2 of 2





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## **The Corporation of the City of Peterborough**

### **By-Law Number 18-**

Being a By-law to adopt Amendment No. ??? to the Official Plan of the City of Peterborough for certain lands within the Lift Lock Planning Area

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

1. Section 10 – Secondary Plans of the Official Plan of the City of Peterborough is amended by inserting the following:

**“10.10 LIFT LOCK SECONDARY PLAN**

10.10.1 The Lift Lock Secondary Land Use Planning Area is generally bounded by Parkhill Road East, Television Road, the Canadian Pacific Railway, and the Trent Severn Waterway. The actual limits of the Planning Area are as shown on Schedule “F” – Key Map to Secondary Land Use Plans and on Schedule “S” of the Official Plan. It is the policy of Council that land within the Lift Lock Secondary Land Use Plan shall be developed in accordance with the land use pattern shown on Schedule “S”. Reference shall also be made to the policies of section 10.10 in addition to other policies of the Official Plan. The land use categories of Schedule “S” shall have the same meaning as in the Official Plan or Zoning By-law.

**10.10.2 DEVELOPMENT POLICIES**

Development of the Lift Lock Planning Area shall take place in conformity with detailed regulations for all properties within the Planning Area established in the Zoning By-law and in accordance with the following policies:

- 10.10.2.1 The land use designations applied to lands within the Lift Lock Secondary Planning Area, do not imply a pre-commitment of municipal services to future development. Conditions of Draft Plan of

Subdivision Approval and “H” – Holding Provisions will be applied to development applications to allow the consideration of development proposals within this planning area without committing municipal servicing. Official Plan, Draft Plan of Subdivision and Zoning approvals granted to development applications within this area will not be considered in the calculation of the City’s uncommitted reserve capacity until Final Approval for plans of subdivision are granted, and “H” – Holding Provisions are removed.

- 10.10.2.2 It is intended that the land use areas, location of streets and limits of other features or site specific land uses shown on Schedule “S”- Lift Lock Secondary Land Use Plan are approximate. Adjustments can be made without amendment to the Official Plan provided the general intent and purpose of the Secondary Plan is maintained. The location and alignment of streets will be determined at the time of subdivision approval without amendment to the Secondary Plan.
- 10.10.2.3 Development of the Planning Area will proceed in a logical sequence having regard for the adequacy of municipal services including water, stormwater and sanitary systems.
- 10.10.2.4 When reviewing development proposals, the City will require development proponents to assess the internal and external water and sanitary servicing needs of the proposal to the satisfaction of the City Engineer and to secure implementation of any required upgrades in a manner satisfactory to the City Engineer either prior to the issuance of development approval, or as a condition of development approval.
- 10.10.2.5 The City will have the authority to expand designated road rights-of-way at collector/collector street intersections and collector/arterial street intersections if determined necessary for intersection design.
- 10.10.2.6 When reviewing development proposals, the City will have regard for the existing natural features of the Secondary Planning Area, particularly North Meade Creek, Curtis Creek, and Curtis Pond. Development proposals adjacent to these features shall define, through the preparation of an Environmental Study as described in Section 3.3.7, the limit of the Natural Area, development setback requirements, and the limit of any flood plain within the Natural Area. Areas defined as Natural Area or required as a buffer to the Natural Area shall be dedicated to the City at no cost.
- 10.10.2.7 The City may require the dedication of additional open space lands outside of the lands designated “Major Open Space” to facilitate useable parkland and linear open space systems.

- 10.10.2.8 Where flood plain modeling is absent in the Planning Area, proponents shall undertake the required modeling to the satisfaction of the Authority. All lands deemed to be flood plain shall be zoned Open Space District 1 and shall be deemed to be designated as Flood Plain on Schedule “C” – Natural Areas and Flood Plain without amendment to this Plan.
  - 10.10.2.9 The City will co-ordinate with the County of Peterborough and the Townships of Douro-Dummer and Otonabee-South Monaghan and other affected authorities to ensure that adequate external roadway capacity is provided to serve the Secondary Plan area.
  - 10.10.2.10 When reviewing development proposals, the City will require development proponents to assess the internal and external road servicing needs of the proposal to the satisfaction of the City Engineer, consistent with the City’s Comprehensive Transportation Plan, and to secure implementation of any required upgrades in a manner satisfactory to the City Engineer either prior to the issuance of development approval, or as a condition of development approval.
  - 10.10.2.11 Notwithstanding the policies of Section 4.2.6, properties designated for High Density residential use will be encouraged to integrate small scale, Local Commercial uses, as described in Section 4.2.6.3.
  - 10.10.2.12 Where development within the Secondary Plan area is subject to site plan control in accordance with Section 3.8 of this Plan, Council may require the submission of drawings noted in paragraph 2 of Subsection 41(4) of the Planning Act, R.S.O. 1990, c. P.13, as amended, including drawings that are sufficient to display matters relating to, without limitation, the character, scale, appearance and design features of buildings, and their sustainable design insofar as they relate to exterior design.
  - 10.10.2.13 Development approvals for lands that are illustrated without a land use on Schedule “S”- Lift Lock Secondary Land Use Plan shall only be available by way of an amendment to this plan.”
- 2. The Official Plan of the City of Peterborough is amended by adding Schedule ‘S’ – Lift Lock Secondary Land Use Plan in accordance with the Schedule ‘A’ attached hereto.
  - 3. Schedule ‘A’ of the Official Plan of the City of Peterborough is amended in accordance with the Schedule ‘B’ attached hereto.
  - 4. Schedule ‘B’ of the Official Plan of the City of Peterborough is amended in accordance with the Schedule ‘C’ attached hereto.

5. Schedule 'C' of the Official Plan of the City of Peterborough is amended in accordance with the Schedule 'D' attached hereto.
6. Schedule 'D' of the Official Plan of the City of Peterborough is amended in accordance with the Schedule 'E' attached hereto.
7. Schedule 'E' of the Official Plan of the City of Peterborough is amended in accordance with the Schedule 'F' attached hereto.
8. Schedule 'F' of the Official Plan of the City of Peterborough is amended in accordance with the Schedule 'G' attached hereto.

By-law read a first, second and third time this 10th day of September, 2018.

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Daryl Bennett, Mayor

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John Kennedy, City Clerk

Schedule A

# The City of Peterborough Official Plan - Schedule S - Lift Lock Secondary Plan

--- Collector

— Local


--- Trail

 High Density Residential

 Medium Density Residential


 Low Density Residential

 Major Open Space


 Parkland

 Stormwater Management

 Plan Limit

 Area Subject to further approval  
through amendment to this plan



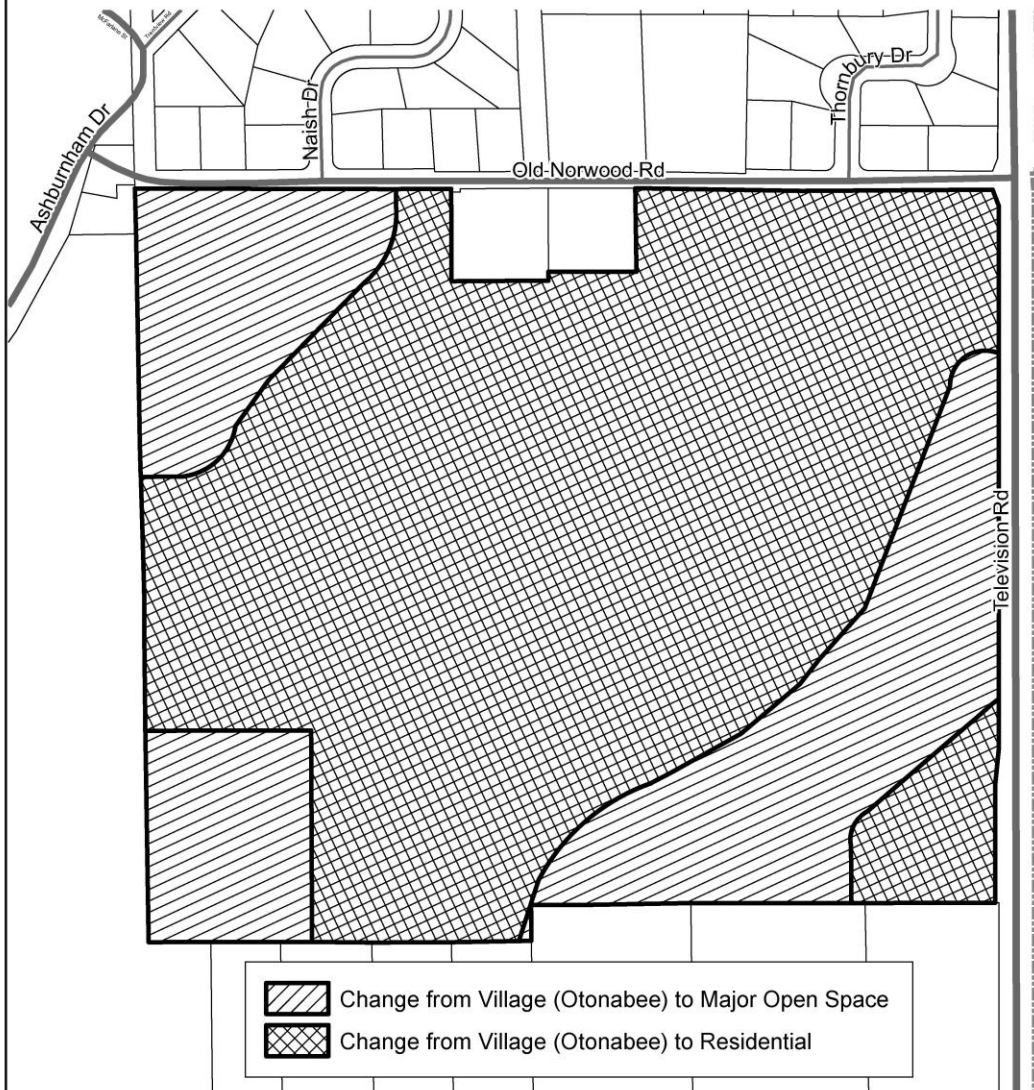
 Area Subject to further approval  
through amendment to this plan

Map Accuracy and Interpretation:  
The information depicted on this hardcopy or digital map file is schematic in nature.  
Accurate interpretation of information shown should be obtained from appropriate City Planning staff.



Schedule B

## Official Plan Amendment to Schedule - A Land Use



City of  
**Peterborough**

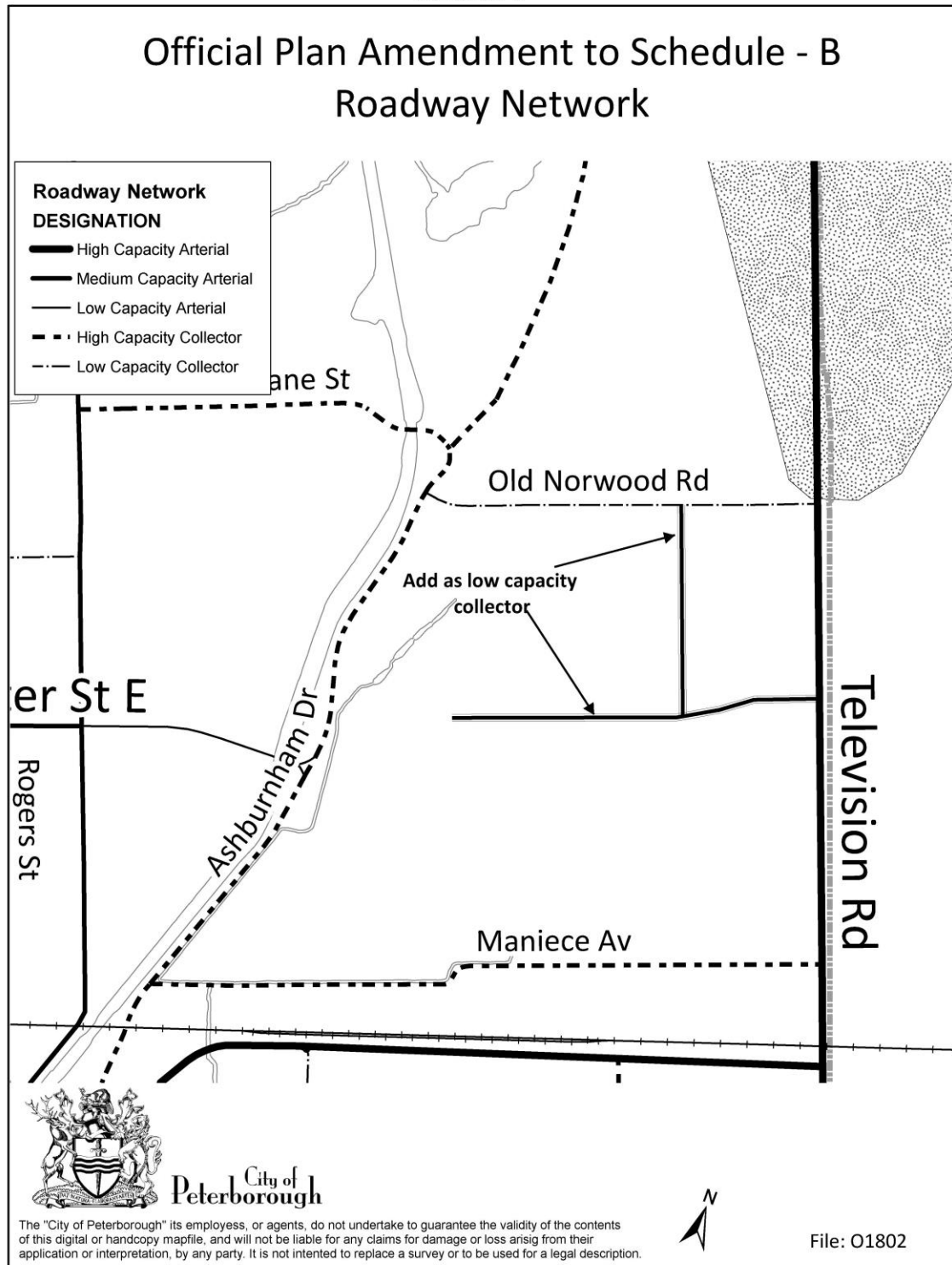
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Metres  
0 25 50 100 150 200



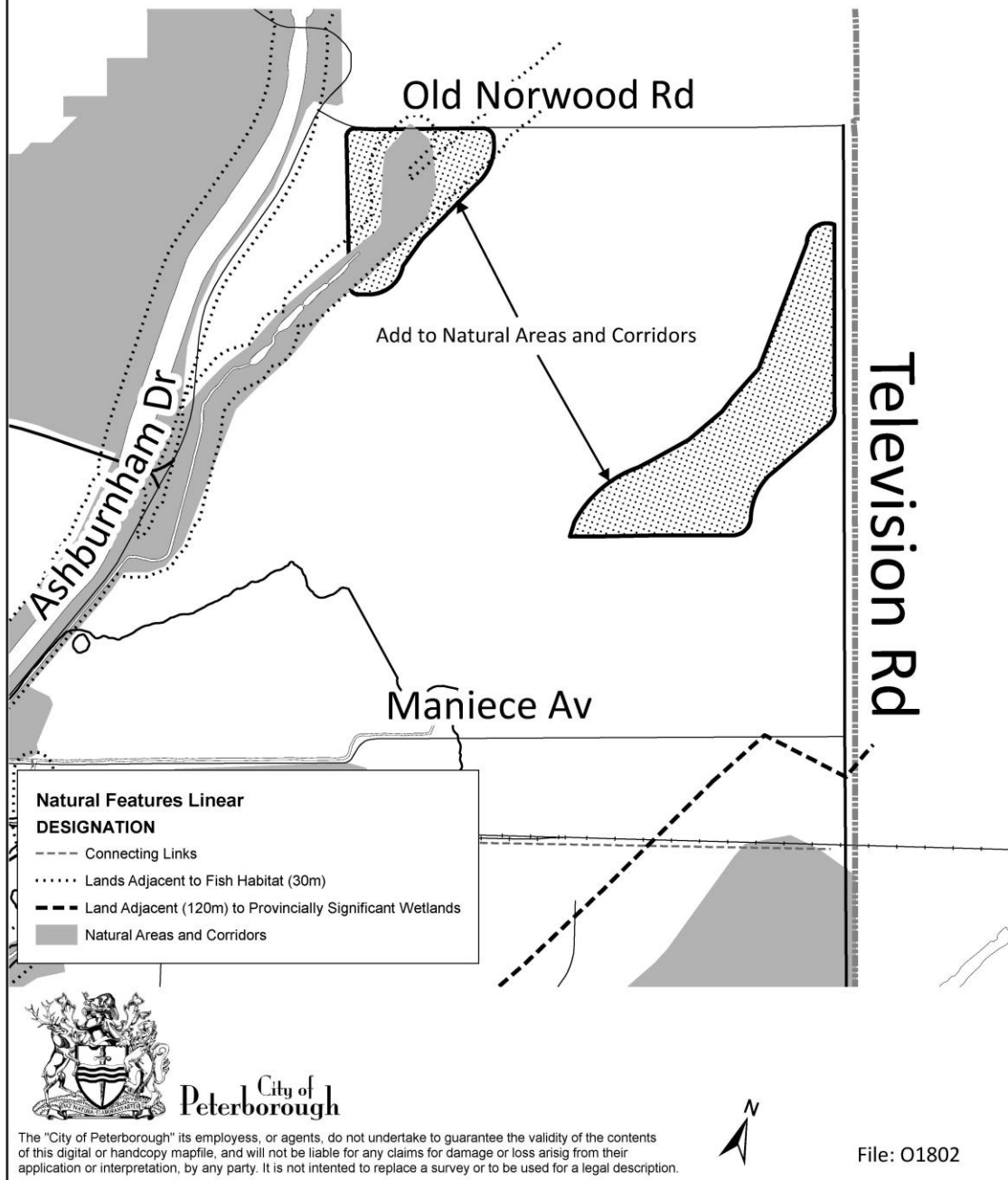
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Schedule C



Schedule D

## Official Plan Amendment to Schedule - C Natural Areas and Flood Plains



Schedule E

## Official Plan Amendment to Schedule - D Development Areas



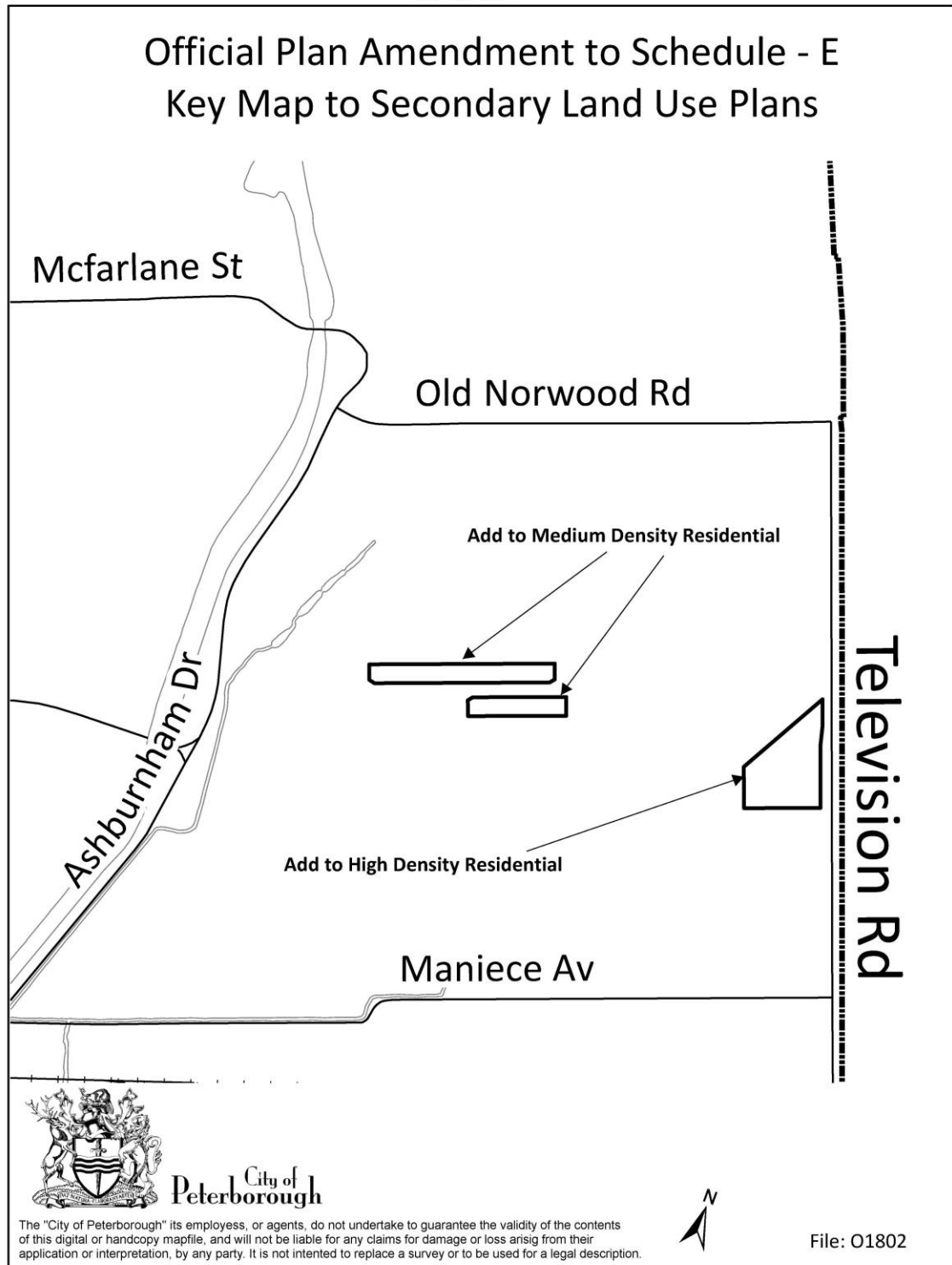
City of  
**Peterborough**

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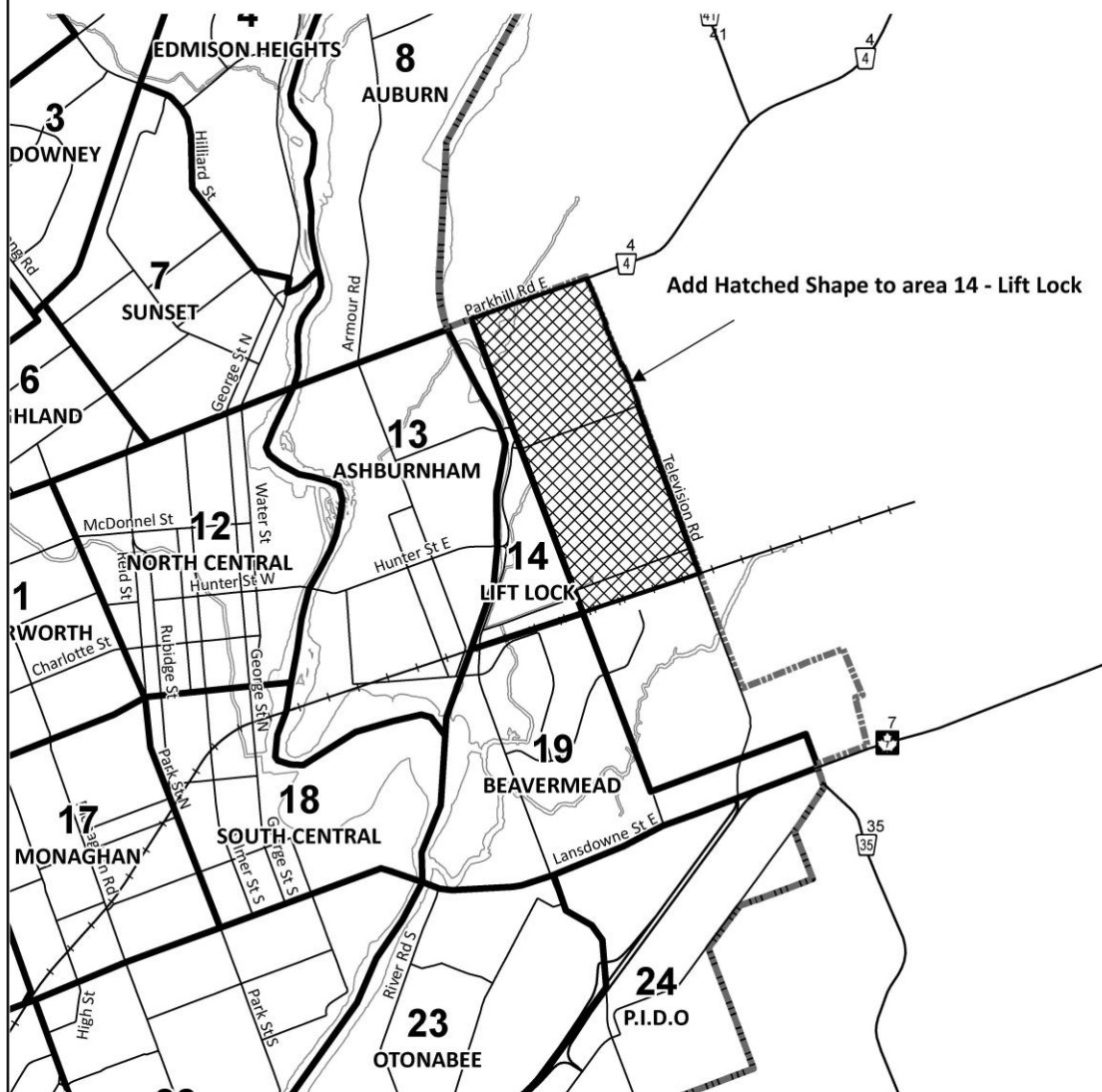
File: O1802

Schedule F



Schedule G

## Official Plan Amendment to Schedule - F Key Map to Secondary Land Use Plans



City of  
**Peterborough**

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File: O1802



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## The Corporation of the City of Peterborough

### By-Law Number 18-

Being a By-law to Amend the Zoning By-law for the property known as 2159 Old Norwood Road

---

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

1. Section 3.9 Exceptions of By-law 1997-123 is hereby amended by adding the following:
  - “.325 Notwithstanding the provisions of Sections 6.9 and 6.11, no building or part thereof shall be erected, altered or used within 4.5 metres of a streetline which does not contain a driveway serving the lot.
  - .326 Notwithstanding the provisions of Sections 395.3 a) and b), the minimum lot area per dwelling unit shall be 91 square metres or 46 square metres per suite, and the maximum lot area per dwelling unit shall be 133 square metres or 67 square metres for a suite.

Notwithstanding the provisions of Section 395.3 e) ii), the minimum building setback from the rear lot line shall be 12 metres or 3 metres per storey, whichever is the greater.

Notwithstanding the provisions of Section 395.3 k) i), the maximum floor area per commercial use shall be 300 square metres.

Notwithstanding the provisions of Section 395.3 k) ii), the maximum commercial floor area for the property shall be 2,000 square metres.
2. Map 14 forming part of Schedule ‘A’ to By-law 97-123 is amended by changing the area shown on the sketch attached hereto as Schedule ‘A’ from R1 (Otonabee) to R.1-“H”, R.1,1r,2r-“H”, R.1,1o,2o-“H”, SP.366,3n-318-“H”, R.1-325-“H”, R.1,1r,2r-325-“H”, R.1,1o,2o-325-“H”, SP.366,3n-318-325-“H”, SP.365-326, OS.1, and OS.2.

Exhibit C – Draft Zoning By-law Amendment  
Page 2 of 3

3. The H – Holding Symbol will be removed upon registration of the Plan of Subdivision in the Land Registry Office.

By-law read a first, second and third time this 10th day of September, 2018.

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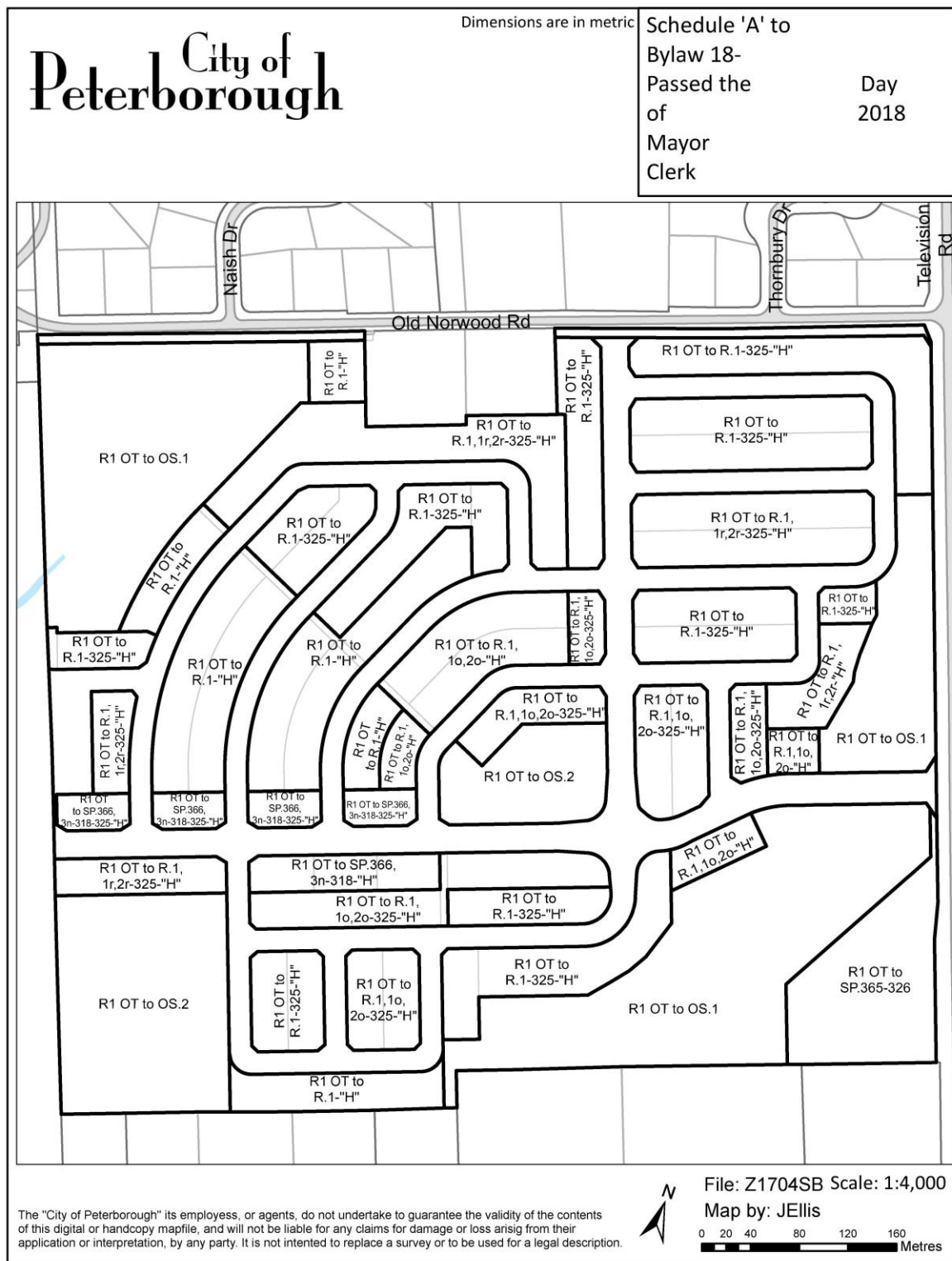
Daryl Bennett, Mayor

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John Kennedy, City Clerk



Exhibit C – Draft Zoning By-law Amendment  
Page 3 of 3

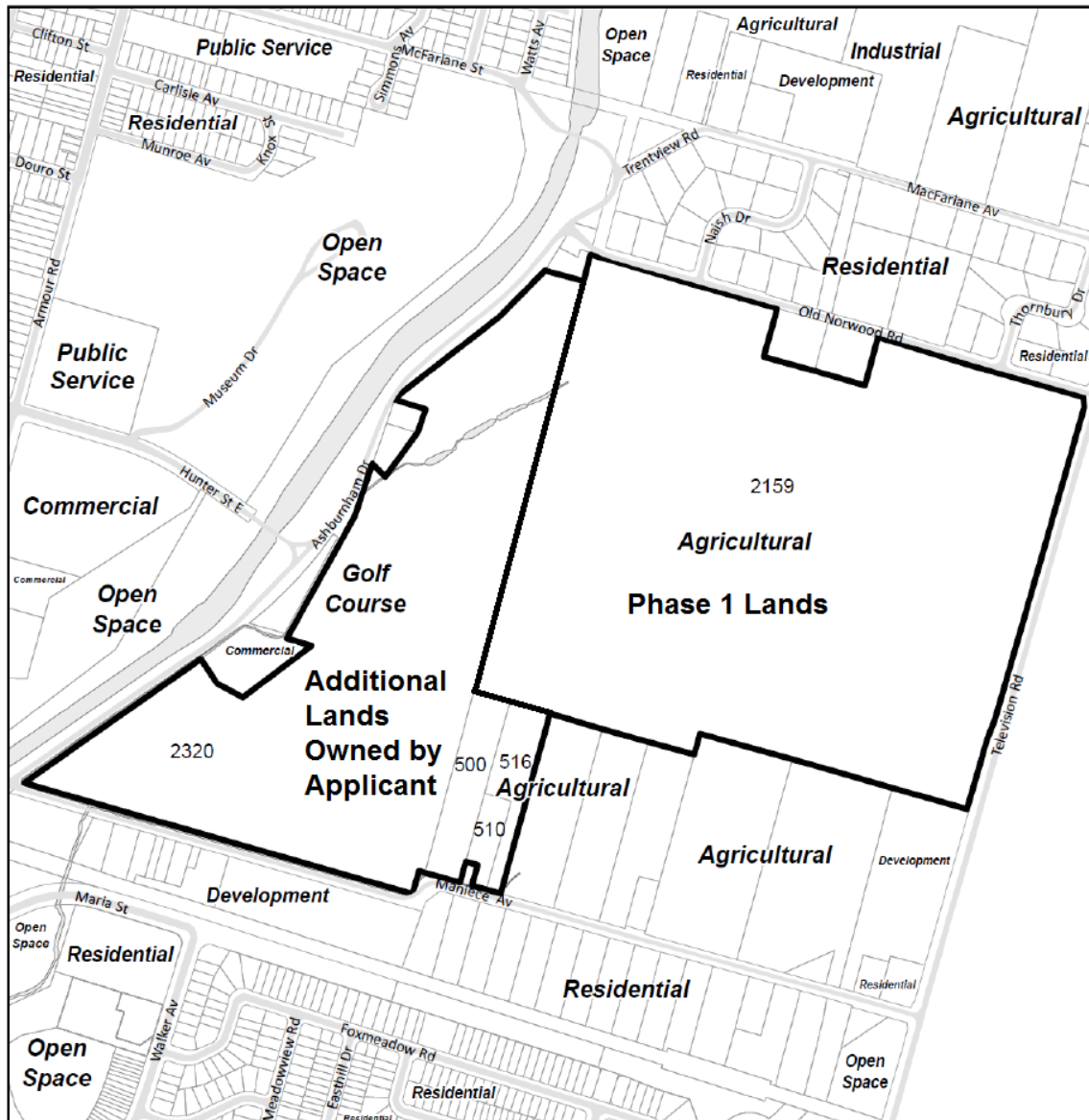


# Land Use Map

File: Z1704SB

Property Location: Liftlock Subdivision

EXHIBIT  
SHEET OF



The City of Peterborough Planning Division

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Date: April 18, 2017

Map by: JEllis

0 30 60 120 180 240 300  
Metres

## Notice of Complete Application And Public Meeting

**Take Notice** that the City of Peterborough has received the following application and pursuant to Sections 17, 34 and 51 of the **Planning Act**, R.S.O., 1990, c.P.13: the General Committee will hold a public meeting in the Council Chambers, City Hall at 5:30 p.m. on Monday, August 27, 2018 to consider the applications:

- Files:** 15T-17501 (Phase 1), Z1704SB and O1802  
**Affected Lands:** 2320 Ashburnham Drive, 2159 and 2219 Old Norwood Road, 500, 510 and 516 Maniece Avenue  
**Applicant:** YiZheng Ltd.  
**Agent:** The Biglieri Group Ltd.

The applicant is proposing to develop a plan of subdivision consisting of up to 501 single-detached dwellings of various lot widths, 56 street-fronting townhomes, a and a mixed use high density residential building with flexibility to allow up to 2,000 square metres (21,527 square feet) of local commercial floorspace. Additionally, the proposed plan includes land for parkland, open space, and a stormwater management pond. To facilitate the development, the applicant is proposing to amend the Official Plan to adopt a partial Lift Lock Secondary Plan and to rezone the lands for a variety of residential and open space.

**Additional information and materials** relating to the proposed Plan of Subdivision, Official Plan Amendment and Zoning By-law Amendment, 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 this matter, including information about preserving your appeal rights, contact the Planning Division at 705-742-7777 – Brad Appleby at ext. 1886 (email: [bappleby@peterborough.ca](mailto:bappleby@peterborough.ca)).

A Staff report will be available by 12:00 p.m. on Thursday, the 23rd day of August, 2018.

Dated at the City of Peterborough this 30th day of July, 2018.

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)

[www.peterborough.ca](http://www.peterborough.ca)

## **Review of Official Plan Conformity**

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

### **i) Proposed Housing Types**

The proposed subdivision provides for the development of up to 707 residential units consisting of a maximum of 501 single detached residential units with typical lot widths ranging from 9.14 m to 15.24 m, 56 street-fronting townhomes with a typical width of 6 m, and 150 high density (e.g. apartment) units. For all single detached dwellings and street-fronting townhomes proposed, the City's Zoning By-law also provides the flexibility for the development of secondary suites, either at the time of house construction or in the future, subject to Zoning and building code compliance.

In staff's opinion, the diversity and range of lot widths and unit types proposed is in keeping with both Provincial policy and Official Plan and will provide more affordable housing alternatives.

### **ii) Surrounding Land Uses**

Along the north side of the site, the proposed plan directly abuts two rural residential estate lots located at 2227 and 2235 Old Norwood Road. These two properties are located at a high point along Old Norwood Road and the surrounding lands within the proposed development slope away from them. Consequently, the houses and their immediate amenity areas are situated approximately 2 to 4 metres above the subject lands. Given the difference in grade between the existing homes and the proposed development, staff does not anticipate any land use conflict between the two.

Notwithstanding this, in 2016, a 7.62m strip of land was conveyed from the subject property to 2227 Old Norwood Road to provide additional buffer between the existing house and the proposed development.

North of Old Norwood Road, two rural estate subdivisions have been developed along Naish Drive and Thornbury Drive consisting of approximately 38 homes as illustrated in Exhibit D. The proposed subdivision includes the development of three 15.2 metre wide lots fronting Old Norwood Road (Block 25) directly across from two existing dwellings (2212-2224 Old Norwood Road). Although the proposed lots are narrower than the existing lots, they are proposed with a similar lot depth that will allow the new homes to be set back on their lots in a manner that is consistent with area dwellings.

Further east along Old Norwood Road, the plan proposes to have lots both flanking and backing onto Old Norwood Road. This lot pattern will be located across from 5 existing rural estate lots (2248-2274 Old Norwood Road, 2535 Thornbury Drive). Although the

proposed lots will have their rear facing existing development, all but one of the lots will be partially screened from the existing development by a 1.8 metre high sound barrier/fence that is required as per the recommendations of an Environmental Noise Feasibility Study prepared for the Proponent by Valcoustics Canada Ltd. (July 6, 2017). Accordingly, staff does not anticipate any land use conflicts with this pattern of development.

Old Norwood Road, which is currently a Low Capacity Collector street, is anticipated to accommodate traffic levels that will require sound mitigation. Accordingly, in addition to providing a sound barrier along the rear of lots backing onto Old Norwood Road, the Proponent will also be required to provide all houses to be constructed along Old Norwood Road with ducted, forced air hearing systems that are suitably sized to accommodate central air conditioning.

The east limit of the site is bound by Television Road, a two-lane high capacity arterial road. Four rural residential lots front/abut the east side of Television Road, across from the northeast corner of the site. In this area, the plan proposes lots backing onto Television Road. To address noise generated by traffic along Television Road, the Proponent will be required to install a 2.4 metre high sound barrier along the rear of these lots. Additionally, these lots will be required to have central air conditioning installed to allow occupants to keep windows closed to maintain indoor sound levels within Ministry of the Environment and Climate Change (MOECC) guidelines.

Further south along Television Road, the Burnham Meadows subdivision is under construction in the Township of Otonabee-South Monaghan. The subdivision is approved for a total of 234 dwellings (single detached and townhomes), a retirement home, and a local commercial plaza with up to 7900 square metres of floor space. The subdivision currently accesses Television Road via Paul Rexe Boulevard and has approval for a second road connection to Television Road, directly across from mixed use Block 55.

The south limit of the site abuts the rear of six large rural properties that front Maniece Avenue. These properties are each between 260 and 290 metres deep. The rear portions of these properties are primarily open space (floodplain) and agricultural. The nearest dwelling to the south limit of the development is approximately 185 metres south of mixed use Block 55.

Any development on Block 55 will be required to obtain site plan approval. As a condition of subdivision approval, the Proponent will be required to complete an additional Environmental Noise Feasibility at the time of site plan approval to evaluate the impact of traffic noise on the development, the impact of noise generated in the abutting Burnham Meadows subdivision commercial site, and the impact of any noise generated within Block 55 on surrounding residential uses.

The west limit of the draft plan abuts the Lift Lock Golf Club. As noted in the body of this report, the golf club is part of the Proponent's land holdings and was part of the original application for draft plan of subdivision approval. In time, it is expected that the north

portion of the golf club will be redeveloped for urban purposes while the south portion, which is located within floodplain, will be retained as a golf course. With the golf course excluded from the subdivision, the proposed development is located approximately 315 metres east of the Lift Lock. Similarly, the subdivision, at its closest point, is located approximately 200 metres away from the Trent Severn Waterway. As planning for the golf course lands proceeds, compatibility between the planned development and the Lift Lock and Trent Severn Waterway will require careful consideration.

Generally, staff is satisfied that the proposed land uses within the plan are compatible with the surrounding land uses.

### **iii) Adequacy of Municipal Services**

#### **a) Water and Electrical Service**

The subject lands are situated in the Pressure Zone 1 which has water distribution system storage provided by the High Street Elevated Tank and the Clonsilla Avenue Reservoir.

The existing 300mm diameter Ashburnham Drive watermain located near Maniece Avenue is proposed to be extended to the site either along Ashburnham Drive or along Maniece Avenue. The local water distribution system within the subdivision will consist of watermains ranging in diameter from 150mm to 300mm. This internal water system will connect to existing watermains on Ashburnham Drive, Old Norwood Road and Television Road to complete necessary looping which will reinforce the overall watermain network.

The Peterborough Utilities Commission (PUC) has no major concerns with the proposed development although it does prefer the option of extending the Ashburnham Drive watermain along Maniece Avenue.

The design of the water distribution system for this site will be addressed either prior to or during detailed engineering design and will include a demonstration of the achievement of evaluation of the PUC's domestic water and fire flow requirements. As a condition of Draft Plan Approval, the Applicant will be required to enter into a standard servicing agreement with the Peterborough Utilities Commission (PUC) for the provision of water service to this site and the payment of PUC development charges.

For electrical service, Peterborough Distribution Inc. (PDI) has advised that two electrical services connections will be required to the site. The existing electrical distribution feeder for this area, which is 4.16kV, will need to be upgraded to 27.6 kV to service the development. The Proponent may be required to pay a capital contribution to PDI for the construction of the feeder expansion. Details regarding the electrical servicing of the site will be addressed at the time of detailed engineering design. As a condition of Draft Plan Approval, the Applicant will be required to demonstrate that it has made satisfactory arrangements with PDI for the provision of electrical service to this site.

b) Sanitary Service

The subject lands must be serviced via a trunk sanitary sewer located in Ashburnham Drive, just south of Maria Street. That sanitary sewer discharges to the Ashburnham Drive Sewage Pumping Station which was upgraded in 2012 to accommodate the Lift Lock planning area.

The Applicant is proposing to extend the Ashburnham Drive trunk as a 525mm diameter sewer from its current terminus to Maniece Avenue and then east along Maniece Avenue as a 450mm diameter sewer where it will enter the lands at the east limit of the golf course. Within the subdivision site, the trunk sewer will split into 3 branches and will be stubbed at Old Norwood Road, Television Road, and at the west limit of Block 66 (stormwater management) in order to serve the future build out of the golf course and the remainder of the Lift Lock planning area, north of Old Norwood Road. Additionally, the trunk sewer along Maniece Avenue will be sized to accommodate any future development along Maniece Avenue, east of the golf course.

Generally, staff has no objection to the proposed sanitary services. As a condition of draft approval, the Applicant will be required to ensure that all necessary approvals have been obtained for the sanitary sewer outlets prior to Final approval. As the Ashburnham Drive sewer must be extended under an existing Canadian Pacific Railway, the Applicant will be required to obtain approval from the Railway for that work and to grant any easements necessary for the sewer.

The subject property contains one homestead that is serviced by a private septic system and well. Prior to final approval, the Applicant will be required to decommission the well and septic system in accordance with Provincial regulation.

c) Stormwater Management

Stormwater management for the site is proposed to be accommodated in a wet pond located at the southwest corner of the site, adjacent to the golf course (Block 66). That pond will ultimately discharge to North Meade Creek, along the north side of Maniece Avenue. The pond will be sized to accommodate most of the development site as well as the future development of most of the golf course lands. Mixed use Block 55 and the portion of the golf course that is located west of the west branch of North Meade Creek will require separate stormwater management controls on site. For Block 55, that requirement will be addressed at the site plan approval stage while for the golf course lands, that requirement can be addressed as part of a future subdivision approval.

The stormwater pond in Block 66 will be designed to provide Enhanced (Level 1) water quality treatment and extended erosion control and flood control for up to a 100 year storm event. Measures to minimize temperature impacts from the stormwater pond on North Meade Creek will include a bottom draw pipe and a planting strategy to provide shade around the pond perimeter. Prior to Final approval, the Applicant will be required to ensure that the pond's design is satisfactory to the City and ORCA.



A key component of the site's overall stormwater management system will be the implementation of low impact development (LID) technologies which are features built into the subdivision to facilitate stormwater infiltration and maintenance of the site's natural hydrologic character. A site water balance completed by Groundwater Science Corp. for the proposed development estimates a 36.5% decrease in annual water infiltration due to the development. To address this, the Applicant is proposing to direct roof downspouts to the ground (rather than connecting them to a foundation drain or to the stormsewers). Additionally, the Applicant is proposing to install infiltration trenches along some rear yards.

As part of the final stormwater management report to be prepared in conjunction with the detailed design of the site, the Applicant will be required to provide a detailed description of the means for maintaining a pre-development water balance and the natural hydrology of the site which will include the use of LID technology. As a condition of approval, the Applicant will be required to implement these measures to the City's satisfaction. Additionally, where LID is implemented on private property (such as the proposed infiltration trenches), the Applicant will be required to register a covenant on title to advise prospective purchasers of the presence and purpose of these features on their property, and of homeowners' responsibility to maintain these features on their property.

#### **iv) Traffic Impacts**

The Draft Plan of Subdivision proposes a grid street pattern with a collector street access to Television Road (Street 'A') at Paul Rexe Boulevard, and an additional collector street access to Old Norwood Road, just west of Thornbury Drive. Street A will run east-west through the site and has been planned so that it can be extended to the west to intersect with Ashburnham Drive (either in its current location or in a realigned location). Street C and will run north-south through the site and has been planned with flexibility to extend south to Maniece Avenue should it be deemed necessary in the future and subject to appropriate environmental approvals.

Both Streets A and C will be designed as 23m wide road allowances with on-street cycling facilities while all streets within the development will have sidewalks on both sides (unless exempted by the City's sidewalk policy).

The Applicant submitted a Traffic Impact Study prepared by Tranplan Associates dated February 2017, and updated February 2018. Detailed comments on the report have been provided to the Applicant. Based on staff's review of the report, the following road improvements are required:

- Geometry improvements and temporary traffic signals at the intersection of Ashburnham Drive and Old Norwood Road until such time as Ashburnham Drive is realigned through the golf course lands;
- Widening and urbanization of Old Norwood Road between Ashburnham Drive and Television Road;



- Traffic signals at the intersection of Street A and Television Road, Old Norwood Road and Television Road, and at Maniece Avenue and Television Road;
- A two-way left turn lane on Television Road between Maniece Avenue and Old Norwood Road;
- Right turn lanes on Television Road at Old Norwood Road, Street A, Paul Rexe Boulevard;
- Left turn lanes on Street A and Paul Rexe Boulevard at Television Road;
- Separate left and right turn lanes on Maniece Avenue at Television Road; and,
- Traffic signals and right turn lanes on the eastbound and northbound approaches to the Television Road/Parkhill Road intersection.

From this list, the Proponent will be required to complete the improvements at the intersection of Ashburnham Drive and Old Norwood Road as well as the addition of a left turn lane on Street A at Television Road. Additionally, the Proponent will be required to pay 50% of the cost for traffic signals and intersection improvements on Television Road at Street A/Paul Rexe Boulevard and for a northbound left turn lane on Television Road at the entrance to the Mixed Use Commercial Block 55 and Safe Harbour Way.

The City has requested funds in the 2019 budget to complete the required work at Television Road/Street A/Paul Rexe Boulevard and has collected \$120,000 from the developer of the Burnham Meadows subdivision toward this work. As a condition of approval, the Proponent will be required to agree that building permits will not be available until traffic signals are operational at Street A and Television Road.

Additionally, the developer of the Burnham Meadows subdivision is currently installing a southbound left turn lane on Television Road at Paul Rexe Boulevard and at their second site entrance, Safe Harbour Way (to be located directly across from Block 55), as well as a northbound right turn lane at Paul Rexe Boulevard. These left turn lanes may one day be assimilated into the required continuous two-way left turn lane as described above.

All road improvements that are not a direct developer responsibility (e.g. the reconstruction of Old Norwood Road, traffic signals and/or turn lane improvements at the intersections of Television Road with Parkhill Road, Old Norwood Road and Maniece Avenue, and the two-way left turn lane on Television Road) will be City led projects that require updates to the City-wide Development Charge By-law and future capital budget approval. The City-wide Development Charge By-law will be reviewed and updated in 2019. In lieu of paying a development charge to the City, the Burnham Meadows subdivision has made a \$24,000 cash contribution to the City for the future signalization of the Television Road/Parkhill Road intersection.

Staff will be requesting funding in the 2019 and 2020 capital budgets to complete the necessary improvements at the Television Road/Parkhill Road intersection.

In staff's comments to the Applicant, concern was raised with the location of the intersection of Street C at Old Norwood Road which is located just east of the crest of a hill, opposite the driveway at 2248 Old Norwood Road. The traffic impact study reviewed the sight distance and confirmed that adequate stopping sight distance should be available (i.e. the distance required for an eastbound vehicle on Old Norwood Road to stop in reaction to a hazard at Street C). However, the study notes that the intersection will have substandard decision sight distance (i.e. the distance required for an eastbound vehicle on Old Norwood Road to react to a hazard at Street C and take evasive action). To address this situation, the Proponent will be required to reconstruct Old Norwood Road, west of Street C, to lower the profile prior to the connection of Street C to Old Norwood Road. As a condition of approval, the Proponent will be required to prepare a preliminary profile for Old Norwood Road.

Ideally, this work will be incorporated into the City's urbanization of Old Norwood Road and the Proponent will pay the City for the portion of the work associated with lowering the road profile to accommodate Street C. However, if the connection of Street C to Old Norwood Road is required before the City can complete the urbanization work, the Proponent will need to complete the profile work. As a condition of approval, the Proponent will be required to prepare a traffic brief to establish how much development can occur in the site utilizing the Street A/Television Road intersection before the Street C connection to Old Norwood Road is required.

The traffic impact study also assessed the operation of the existing Maria Street, Hunter Street and McFarlane Street crossings of the Trent Severn Waterway. The Maria Street crossing is a two-way swing bridge while the Hunter Street and McFarlane Street crossings are both single lane. The report suggests that the Maria Street and McFarlane Street bridges will operate satisfactorily upon buildout of the development while the Hunter Street tunnel will approach capacity. Staff note, however, that the analysis did not appear to consider the swing function of the Maria Street bridge and the spillover effect that the bridge will have on the Hunter Street and McFarlane Street crossings when it is temporarily unavailable for traffic during the boating season. When the three crossings are reviewed in this light, staff would suggest that the McFarlane Street bridge may need to be replaced with a new 2 lane structure to accommodate full build out of the development area.

Furthermore, as noted in the body of the report, Parks Canada has advised that any traffic analysis for the Lift Lock area should consider the possibility that the Hunter Street tunnel could be closed to traffic. If the tunnel were to be closed to vehicular traffic, it would have a significant impact not only on traffic patterns between areas east and west of the Trent Severn Waterway, but also on the City's transit network which currently uses the tunnel to access Ashburnham Drive.

To address this big-picture issue, staff intends to complete a transportation study for the City's east side (east of the Trent Severn Waterway, north of Lansdowne Street) that will identify the constraints in the transportation network and opportunities for resolving those constraints (such as a potential McFarlane Street bridge). The study, and the results of any EA processes that are required to implement the study recommendations, will form the basis for a broader Lift Lock Secondary Plan. Concurrent with the subdivision development, staff has recommended that Council pre-commit \$250,000.00 in the 2019 Capital Budget to complete the required study. Additional funding for subsequent EAs, and any required road network improvements will be requested through future Capital Budgets.

Currently, Peterborough Transit route 11 serves the area south of Hunter Street, along Ashburnham Drive, to Lansdowne Street. The route crosses both ways through the Hunter Street tunnel. The remainder of the Lift Lock planning area is currently not serviced with a regular bus route and is instead serviced by the City's Trans-Cab Service. As the City conducts an area-wide transportation review, consideration will need to be given to optimizing the delivery of expanded transit service to the area. In the meantime, while regular transit service is not available, the development area will continue to be serviced by Trans-Cab.

**v) Adequacy of Amenities, Parks and Recreation Opportunities**

The proposed plan illustrates a 0.98 hectare neighbourhood park in the centre of the site. All but 15 of the proposed residential units in the subdivision are located within a 500 metre walk to the park. The proposed park is sized at the bottom end of the Official Plan range for a Neighbourhood Park (1ha to 3 ha). Based on the size and density of the proposed development, it is estimated that the City could require approximately 2.9 hectares of parkland dedication from this phase of development.

Based on comments received from Parks Canada and the public, it is staff's opinion that parkland development in the area should focus primarily on the Lift Lock area and areas along Ashburnham Drive. This direction is consistent with the recommendations of the 2005 Lift Lock Functional Planning Study which suggested that a new Lift Lock viewing area be created along Ashburnham Drive. Accordingly, staff is satisfied with the parkland proposed for the development. As a condition of approval, the Proponent will be required to agree to dedicate the additional parkland owed from this site as part of the subdivision approval for Phase 2 on the adjacent golf course lands. Additionally, as a condition of approval, the Proponent will be required to prepare a park grading, landscaping and planting plan to the City's satisfaction and to acknowledge that any additional parkland owing from this phase will be required as part of Phase 2.

Presently, the Lift Lock Golf Club operates with an 18-hole course, a 9-hole par three course, and a driving range. In the long term it is expected that the 18 hole course will be redeveloped for urban use while the 9 hole course and the driving range areas, which are located primarily in floodplain, will be retained. Accordingly, it is expected that a golf

course will continue to function at this location post development and will continue to be valued as a prime recreation destination in the community.

King George Public School is located approximately 350 metres west of the Lift Lock and the Peterborough Museum and Archives is located approximately 440 metres north and west of the Lift Lock. Once the golf course lands are developed in the future, both facilities will be approximately 600 to 1000 metres away from the subject lands. The Kawartha Pine Ridge District School Board is currently planning for the construction of a new elementary school on the King George site that would consolidate the existing King George and Armour Heights Public School student populations and would serve the subject lands.

Furthermore, the Canadian Canoe Museum is currently planning to construct a new 6,970 square metre museum facility along the west bank of the Trent-Severn Waterway, at the base of the Lift Lock. The museum holds the world's largest collection of canoes, kayaks and paddled watercraft. The new location will physically connect the watercraft collection to local waterways and will create a major cultural hub with the Lift Lock and the Peterborough Museum and Archives.

Given the proximity of these facilities to the proposed development, a significant opportunity and obligation exists to design the new subdivision in a way that complements the cultural and recreational significance that the Lift Lock area has. This will need to be addressed as the planning for Phase 2 unfolds.

#### **vi) Parking, Buffering and Landscaping**

Parking, building setback, and building/driveway coverage standards are implemented as regulations in the Zoning By-law. Consistent with traditional subdivision in the city, all single detached dwellings and street-fronting townhomes are proposed to be subject to a standard 6 metre building setback from all streetlines. For corner lots, the building setback is proposed to be reduced to 4.5 metres for the streetline that does not have a driveway.

Rear yard building setbacks are proposed to be maintained at the traditional 7.6 metres for single detached dwellings and 9.0 metres for street-fronting townhomes that back onto single detached dwellings. Side yard setbacks will be maintained at 1.2 metres for all single detached dwellings and street-fronting townhomes.

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

Setbacks for the proposed mixed use/high density block will be the greater of 12 metres or 3 metres per storey from both the rear and side lot lines. Building orientation, pedestrian access, vehicular parking and circulation, lighting, landscaping and stormwater management details for this block will be addressed at the site plan approval stage.

With respect to overall site landscaping, the Applicant will be required to plant a street tree in front of each single detached unit and each street-fronting townhome, where feasible. As a condition of approval, the Applicant will be required to complete and implement a street tree planting plan that shows proposed street tree planting locations and boulevard width, utility locations and depth of topsoil into ensure street trees are to be planted in viable locations.

As part of the application, the Applicant submitted an Arborist Report prepared by DA White Tree Care (February 10, 2017) which identified trees to be removed from the site and recommended a re-planting program to compensate for trees removed. Staff provided the Applicant a number of technical comments related to the report's methodology that are currently outstanding. As a condition of approval, the Applicant will be required to update the report to the City's satisfaction and to prepare and implement a tree planting plan to the satisfaction of the City and ORCA. Compensation for trees removed is to be provided in accordance with the City's tree conservation By-laws, 17-120 and 17-121.

Additionally, as a condition of approval, the Applicant will be required to prepare and implement a grading, landscaping and planting plan for the stormwater management facility and any disturbed open space areas to the satisfaction of the City and ORCA.

#### **vii) Significant Natural/Environmental Features**

The subject lands contain two branches of North Meade Creek: a northwest branch and a southeast branch. The northwest branch starts at a pond located at the northwest corner of the site, just south of Old Norwood Road, and flows southwest through the golf course, south along the east side of Ashburnham Drive, and then east along Maniece Avenue. The southeast branch flows from areas to the northeast, under Television Road, and then in a southwesterly direction through the southeast corner of the property. Both branches converge to flow under Maniece Avenue and Maria Street and ultimately to Little Lake.

Both branches of North Meade Creek are thought to contain fish habitat although no fish were observed in them during field observations for the EIS prepared for the development. The draft plan of subdivision provides for a minimum 30 metre buffer from these watercourses as recommended in the MNRF's Natural Heritage Reference Manual, 2010.

Street A is proposed to cross the southeastern branch of North Meade Creek on the property. As a condition of approval, the Applicant will be required to obtain written confirmation from the Department of Fisheries and Oceans Canada that the watercourse crossing is consistent with fisheries policies.

Additionally, unevaluated wetlands line both branches of the creek through the property as well as the area between the pond and Old Norwood Road. An isolated wetland feature exists near the centre of the site that is approximately 0.76 hectares in size and another wetland feature is located immediately south of the proposed stormwater management pond.

For the wetland areas along the two branches of North Meade Creek and around the existing pond, the plan provides for a buffer ranging from 15 metres to 120 metres. ORCA policies recommend a minimum buffer of 30 metres from all non-provincially significant wetlands however their policies also provide flexibility for lesser buffers where justified through an EIS. As a condition of approval, the Applicant will be required to update the existing EIS to the satisfaction of ORCA and the City to justify those instances where buffers of less than 30 metres are proposed from wetland features.

For the isolated wetland in the centre of the site, the plan proposes to remove the feature and to compensate by creating a new wetland feature of equal size on the golf course lands, south of the stormwater management pond. ORCA policies generally do not permit development within a wetland however they do offer flexibility to remove small wetlands (generally less than 0.5 hectares) subject to ORCA's approval and demonstration through an EIS that offsetting can be accommodated on the subject lands resulting in a net gain in wetland function and, where applicable, maintenance of exiting hydrologic and ecological linkages. As a condition of approval, the Applicant will be required to obtain a permit from ORCA for any wetland removal on site. Additionally, in conjunction with obtain that approval, the Applicant will be required to prepare and implement a wetland compensation plan, informed by a water balance, that details the wetland restoration design and planting to the satisfaction of ORCA and the City.

The Functional Servicing Report prepared for the site (Valdor Engineering Inc., March 2017, revised March 2018) proposes to locate the outlet for the stormwater management pond, and the trunk watermain and sanitary sewer connections to the site, in the vicinity of the wetland area located south of the stormwater management pond. This work will require a permit from ORCA under Ontario Regulation 167/06.

As part of the application submission, the Valdor Engineering Inc. modeled the floodplain associated with the two branches of North Meade Creek. The floodplain delineation will require approval from ORCA as a condition of approval. Generally, the plan ensures that no development will encroach into floodplain area except for the proposed Street A crossing of North Meade Creek as it approaches Television Road. As a condition of approval, the Applicant will be required to obtain a permit from ORCA for the crossing and must limit any encroachment into the floodplain, wetland areas or buffers to piers.

All creeks, wetlands, floodplain and any associated buffers that are to remain post-development will be zoned as open space and conveyed to the City for open space purposes. These areas will also be designated as Major Open Space on Schedule A of the Official Plan and as Natural Areas and Corridors on Schedule C of the Official Plan.

The EIS prepared for the site (Beacon Environmental, March 2017, updated March 2018) recommends the creation of a buffer planting plan and a stormwater management pond planting plan to enhance adjacent natural features and to buffer the stormwater pond from the adjacent development and natural features. These plans will be required as a condition of approval.

The EIS also concluded that the property does not contain significant wetlands, significant woodlands, significant valleylands, significant wildlife habitat, or significant areas of natural and scientific interest. Furthermore, the site is not identified as being adjacent lands to any of these features (the Downers Corners PSW, located approximately 200 metres southeast of the site, is the closest significant feature to the site).

The EIS did identify the presence of Barn Swallow, a threatened species, associated with the barn on the property and potential habitat for endangered species of bats associated within the forest areas along North Meade Creek at the southeast corner of the site and in an isolated wetland pocket in the centre of the site. Additionally, the study identified the potential for Blanding's Turtle (endangered species) and Eastern Musk Turtle (threatened species) habitat in the existing pond on site. The pond is to be maintained with a buffer varying between 15m and 120m from the development.

To address potential impacts on Barn Swallow and bat habitat, the conditions of approval require the Applicant to work with the MNRF to ensure that the development proceeds in conformity with the Endangered Species Act.

Although no provincially significant wetlands have been noted on site, the EIS does identify the presence of several unevaluated wetlands along both branches of North Meade Creek, and an isolated wetland near the centre of the site that is proposed to be removed. Given the proximity of the Downers Corners PSW, Beacon Environmental reviewed whether these features should be complexed with the PSW and concluded that they should not. As a provider of technical advice to the City on matters of natural heritage, ORCA advised that it has no objections to Beacon's rationale for excluding the wetlands on site from the nearby PSW. The MNRF, as the authority responsible for determining wetland significance in Ontario, has been provided Beacon Environmental's review. As of the writing of this report, the MNRF has not expressed any concerns regarding the wetlands on site.

Subject to obtaining necessary approvals from ORCA, DFO and MNRF, and subject to conditions of approval requiring wetland restoration, buffer and stormwater plantings, staff is satisfied that adequate protection is being provided for natural heritage.

## **Review of Agency and Public Comments Submitted**

### **Agency Comments**

#### **i) Infrastructure Planning Division**

Infrastructure Planning (IP) staff provided comments on several occasions throughout the application review period. Generally, IP's main concerns relate to servicing, stormwater management, and urban forestry and have been reflected in the Official Plan review contained in Exhibit E of this report. Other concerns, which are more technical in nature, have been provided to the Applicants for review and action and will be addressed either at the detail design stage.

IP staff did request, however, that additional work be undertaken as part of the geotechnical and hydrogeological studies conducted for the site prior to the detailed design of the site. This work will be required as a condition of approval.

#### **ii) Transportation Division**

Transportation Division staff reviewed the Traffic Impact Study prepared by Tranplan Associates (February 2017, updated February 2018). Transportation's main concerns have been reflected in the Official Plan review contained in Exhibit E of this report.

#### **iii) Alderville First Nation**

Alderville First Nation commented on a Cultural Heritage Impact Assessment prepared in support of the development by AECOM dated July, 2017. Concern was expressed with a lack of acknowledgement in the report of First Nations' history and Treaty signatories.

A revised Cultural Heritage Impact Assessment dated February 2018 was circulated to Alderville First Nation on March 19, 2018. No additional comments were received.

#### **iv) Bell Canada**

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



communication/telecommunication services for emergency management services (i.e., 911 Emergency Services).

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

v) Canada Post

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

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

vi) County of Peterborough

The County of Peterborough has advised that improvements to County Road 4 (Parkhill Road/Warsaw Road) are not included in their ten year capital construction forecast. Accordingly, any improvements on County Road 4 at its intersection with Television Road will not be at the County's expense. The County notes that the east leg of the intersection will need to be upgraded to accommodate the road geometric improvements needed to support signalization as recommended by the Applicant's traffic impact study. Implementation of improvements at the intersection of Television Road/Parkhill Road/County Road 4 will be a city-led project funded by City-wide development charges and other City sources.

vii) Curve Lake First Nation

In a letter dated June 14, 2017, Curve Lake First Nation commented on a previous version of the draft plan of subdivision and advised that insufficient information was available to comment in regards to environmental impacts, archaeology, traffic impacts etc. They also questioned impacts that the development may have on the creeks within the site and on the nearby Downers Corners PSW and the Otonabee River.

Staff met with Curve Lake First Nation staff on June 22, 2017 and shared all technical reports associated with the project on June 30, 2017. Additionally, staff shared a revised copy of the plan of subdivision and all updated technical reports submitted in support of the revised plan on March 19, 2018. No additional comments have been received.

Curve Lake First Nation has noted that should bones, remains or other such evidence of a native burial site or any other Archaeological findings be found, Curve Lake First Nation must be notified immediately. Furthermore, Curve Lake First Nation advised that under the Cemeteries Act, the City and the developer is obliged to notify the nearest First Nation

Government or other community of Aboriginal people which is willing to act as a representative and whose members have a close cultural affinity to the interred person. A representative is needed on site before the remains and associated artifacts can be removed. Curve Lake First Nation notes that they have trained Archeological Liaisons who are able to actively participate in the archaeological assessment process as a member of a field crew, the cost of which will be borne by the proponent.

Curve Lake First Nation has requested to be kept apprised throughout all phases of this project. As a condition of draft approval, the Applicant will be required to provide a digital copy of all reports and drawings to Curve Lake First Nation.

viii) Downtown Business Improvement Area

The Downtown Business Improvement Area (DBIA) requested to receive additional information regarding the size and nature of the specific commercial uses proposed for mixed use Block 55.

As part of the Notice of Public Meeting, a description of the draft zoning by-law for Block 55 was included which describes the size and nature of uses to be permitted.

ix) Enbridge Gas Distribution Inc.

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

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

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

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

x) Hiawatha First Nation

Hiawatha First Nation commented on a Cultural Heritage Impact Assessment prepared in support of the development by AECOM dated July, 2017. Concern was expressed with a lack of acknowledgement in the report of First Nations' history and Treaty signatories.

A revised Cultural Heritage Impact Assessment dated February 2018 was circulated to Hiawatha First Nation on March 19, 2018. No additional comments were received.

xi) Hydro One Networks Inc.

The subject lands are not located within Hydro One's service territory. Hydro One advised that it owns and existing distribution pole line on the west side of Television Road and on the south side of Old Norwood within the limits of the plan. Hydro One advises that if it does any rehabilitation to the existing line, they will require anchoring space for the line on the west side of Television Road. As a condition of approval, the proponent will be required to circulate a composite utility plan to Hydro One to ensure no conflicts will be created with their infrastructure.

xii) Mississaugas of Scugog Island First Nation

Mississaugas of Scugog Island First Nation expressed an interest in reviewing all archaeological assessment reports and functional servicing/stormwater management reports for the site.

Copies of the archaeological and functional servicing/stormwater management reports prepared for the application have been provided as requested. As a condition of approval, the applicant will be required to share any future archaeological, servicing and stormwater management reports with the Mississaugas of Scugog Island First Nation.

xiii) Otonabee Region Conservation Authority

In a letter dated July 16, 2018, ORCA advised that:

- the floodplain modeling submitted with the application requires additional information prior to its approval by the Authority;
- the Street A watercourse crossing must be designed to provide safe access while limiting encroachment on floodplain to bridge piers;
- it has no objections to the rationale provided by the Applicant for excluding the wetlands on site from the nearby Downers Corners PSW and that the ultimate confirmation of the rationale is the responsibility of the MNRF;

- additional EIS justification is required for any buffers from wetlands on site that are less than 30 metres;
- the Applicant will need to work with MNRF to ensure compliance with the Endangered Species Act;
- permits pursuant to Ontario Regulation 167/06 will be required for any work within: 30 metres of non-PSWs; 120 metres of PSWs; floodplain; watercourses; wetlands; or wetland interference areas.

These comments will be addressed through conditions of approval.

Additionally, ORCA recommended a number of approval conditions including:

- fencing, without gates, along the rear of lots that back onto floodplain and wetland buffers;
- temporary fencing for riparian and wetland areas for potential turtle nesting habitat;
- development and implementation of a comprehensive environmental monitoring plan;
- distribution of a homeowner natural system stewardship manual;
- prohibition of swimming pools on lots backing onto watercourses/wetland buffers;
- timing restrictions on vegetation clearing during peak bird breeding season;
- obtaining any required approvals from the DFO to support the development;
- approval of landscaping and planting plans for stormwater ponds, any trails, and any mitigative plantings; and,
- approval of the final stormwater management plan and erosion and sediment control plan.

The requested conditions have been included in the recommended conditions of approval in Schedule 1.

xiv) Parks Canada

Parks Canada (PC) advised that Trent-Severn Waterway and the Peterborough Lift Lock are both designated national historic sites. The Waterway, which is part of Canada's national canal system, has associative value as a component of the country's inland water transportation system, both for military and commercial use. The Lift Lock, on the

other hand, is the highest hydraulic lift lock in the world and is an engineering achievement of national and international renown.

PC has requested that greater separation between the Trent Severn Waterway and Ashburnham Drive be provided. Presently, the steep berm along the east side of the canal is located partially within the Ashburnham Drive road allowance. This situation causes challenges for slope stability and dam safety as well as for ongoing maintenance with respect to vegetation clearing. PC intends to rehabilitate this berm in 2019 which could include modifications to reduce the steep slope if greater separation from Ashburnham Drive were available.

In response to this comment and City comments regarding the current state of Ashburnham Drive and its suitability for accommodating significant traffic growth, the Applicant has removed the golf course from the Phase 1 development plan in order to evaluate options for realigning Ashburnham Drive through the golf course site. Accordingly, development approvals for the golf course will follow once this analysis is complete.

PC noted there is an existing treed buffer along the west limit of the golf course property that helps to screen the subdivision lands from the Lift Lock and Waterway. PC has requested that a landscape plan be prepared with a particular interest in maintaining and enhancing a vegetated buffer along the west limit of the development area that will integrate the development into the lock station and golf course landscape. This plan will be required through future planning approvals on the golf course lands.

Additionally, PC expressed a desire to see building heights capped at 3 stories along the west limit of the site to ensure a low profile is maintained on site and that the visual character of the Lift Lock remains as the dominating visual character in the landscape. Building heights in the vicinity of the Lift Lock and Waterway will also be addressed through future planning approvals for Phase 2.

PC noted a desire to ensure a thoughtful transition from one land use and activity area to another. PC does not want the Lift Lock and its associated canal cut to be isolated from their surroundings. Additionally, PC supported the idea of establishing a Lift Lock viewing area on the golf course lands through the development approval process. These considerations will be addressed through future planning approvals for Phase 2.

PC reviewed the traffic impact study prepared for the development and recommended that an analysis be undertaken assuming that the Hunter Street tunnel under the Lift Lock is unavailable for traffic. PC is currently completing a Lift Lock Impact Study that is reviewing the ongoing impact of traffic on the integrity of the Lift Lock and is to provide direction on how to best manage traffic in the future to protect the national historic site (which could include a closure of the tunnel). Additionally, PC recommended including an analysis of swing bridge operations during boating season on future traffic patterns. As discussed in the body of the report, the City will be completing a study to assess these scenarios.

Finally, PC has requested that it be given an opportunity to review an Erosion and Sediment Control Plan for the site to ensure that sufficient and appropriate mitigation measures are in place to prevent suspended sediment from being transported off site and into the Trent-Severn Waterway via North Meade Creek. This request is reflected as a condition of draft approval.

xv) Peterborough Accessibility Advisory Committee (AAC) – Transportation Sub-committee

The Transportation Sub-committee of the AAC requested that:

- options be reviewed to relocate the park away from the anticipated future bus route through the neighbourhood;
- all sidewalks have curb cuts;
- flooding issues in the area be addressed;
- staff confirm the farm house is not a designated heritage structure; and,
- staff determine whether a trail can be established to the mixed use block from the main part of the site.

In accordance with Section 6.4.3 of the Official Plan, bus access is not a prerequisite for locating neighbourhood parks. However, in planning for a balanced transportation system, staff believes it is beneficial to provide a mix of land uses along bus routes, including parkland. Staff supports the proposed location of the park on Street A because it is centrally located, is easily accessible from all parts of the plan, and because it provides a welcome break in the urban streetscape along Street A.

With respect to sidewalks, all sidewalks will be designed to current City standards which include curb drops at intersections.

Generally, areas within the development will be adequately protected from flooding by stormwater management controls including sewers, a pond, and water infiltration methods. Areas in proximity to the development including Maniece Avenue and Naish Drive have experienced flooding problems in the past. The development will not necessarily address existing problems external to the site however the development will be required to control runoff from the site to pre-development levels for the 100 year storm event.

The existing house at 2159 Old Norwood Road is not currently designated under the Ontario Heritage Act.

As a condition of approval, the Applicant will be required to explore opportunities for establishing a trail to Block 55 (high density residential/mixed use). Any trail to that block

will have to cross through floodplain and wetland areas, and over the southeast branch of North Meade Creek. Generally, ORCA policies prohibit such crossings unless the crossing can be provided in a way that it avoids floodplain and wetland areas. The feasibility of such a crossing will be explored at the detailed design stage.

Additionally, the committee has recommended that:

- adequate room be provided on collector streets for public transit and bus shelters;
- benches be placed along walkways on accessible pads;
- parkland and walkways are well lit;
- collector streets incorporate traffic calming measures.

At the detailed design stage, the City will require that all streets, walkways, and parkland be developed in accordance with City standards.

xvi) Peterborough Architectural Conservation Advisory Committee (PACAC)

PACAC recommends that:

- planning staff work closely with Parks Canada and the Applicant to ensure that the historically rural landscape viewed from the Lift Lock and the Trent Severn Waterway are protected;
- an easterly realignment of Ashburnham Drive be explored to provide additional open space between the Lift Lock/canal and Ashburnham Drive; and,
- that height restrictions be required for all buildings along the west side of the subdivision.

PACAC's comments will be addressed through the planning for the development of the golf course lands located adjacent to Ashburnham Drive.

xvii) Peterborough Public Health

Peterborough Public Health has recommended the following:

- that a complete streets design approach is applied to the roads in this community, which would mean there are accommodations for all modes of travel (pedestrian, cycling, transit, automobile);
- that pedestrian and cyclist routes be linked to the rest of the citywide network, particularly to Hunter St. and Ashburnham Dr.;

- that a cycling link to Old Norwood be provided as well as a safe crossing at Old Norwood Road and Television Road to accommodate the existing attraction to Harold Town Conservation Area;
- provide enhanced safety measures at the intersection of Street A/Paul Rexe Boulevard which is currently located in the middle of a hill and has poor site lines;
- look at doing something unique with the areas close to Ashburnham Drive to blend with the natural features of the Trent Severn Waterway and the Lift Lock such as commercial features to attract tourists, or maintaining green space to continue the natural features of the Trent Severn Waterway; and,
- better integrate mixed use block 55 with the rest of the community to facilitate access to the site.

Comments related to facilitating access to the Hunter Street and Ashburnham Drive area and planning for areas in proximity to Ashburnham Drive will be address in future planning approvals for the golf course lands.

Within the site, the City will require a complete streets approach to street design. The Television Road intersections noted will have safety improvements made through the installation of traffic signals and turn lanes.

With respect to Block 55, the Applicant is required to explore opportunities for creating a direct trail connection from site to the neighbourhood. Should such a connection be unfeasible due to existing natural hazards and natural heritage features, a pedestrian connection will be created along the west side of Television Road to Street A.

xviii) Peterborough Utilities Services Inc.

Peterborough Utilities Commission and Peterborough Distribution Inc. provided comments on water and electrical servicing that are reflected in Exhibit E.

xv) Township of Otonabee-South Monaghan

The Township of Otonabee-South Monaghan (OSM) advised that the proposed subdivision appears to be compatible with the Burnham Meadows subdivision and notes that the mixed use block fronting Television Road is consistent with commercial and office blocks in the Burnham Meadows subdivision. OSM supports the connection of Street A to Paul Rexe Boulevard and notes that it supports the installation of traffic signals at that intersection as soon as practicable to provide a safe entrance onto Television Road for both subdivisions.

OSM recommends that any access to Television Road from Block 55 be aligned with Safe Harbour Way in the Burnham Meadows subdivision and requests that it be



circulated on any site plan for Block 55. As an adjacent municipality, OSM will be circulated on any site plan application for Block 55.

OSM notes that there has been historic flooding in the vicinity of North Meade Creek and the existing residential properties along the east side of Television Road, south of Old Norwood Road. Consequently, OSM would like confirmation that these properties will be taken into account as part of the stormwater management plan and/or Street A crossing design. As a condition of approval, the applicant will be required to prepare the final stormwater management report and the Street A crossing design to the Township's satisfaction.

OSM advised that in 2017 the developer of the Burnham Meadows subdivision installed a watermain in the City portion Old Norwood Road to provide the subdivision with a watermain loop. Burnham Meadows' servicing agreement with the PUC contains a clause requiring a financial contribution to be provided back to Burnham Meadows should any new development in the City connect to that watermain. Any financial contribution from the Applicant to the developer of Burnham Meadows will be determined in the Proponent's servicing agreement with the PUC and administered by the PUC.

Finally, OSM advised that under previous annexation agreements with the City, the City is committed to paying the Township 10% of any development charges collected by the City for development within the development area which was annexed from the Township in 1998. According to the original annexation order dated March 27, 1997, this compensation arrangement expired as of January 1, 2018. Notwithstanding this, OSM advised that it is the Township's understanding that the compensation agreement was extended as part of the City's annexation of the Coldsprings settlement in 2013 and therefore it is OSM Council's expectation that compensation payments will continue for this development.

As detailed in report PLPD11-066, the compensation agreement as described in the 1997 annexation order was extended to December 31, 2027 for lands within the Coldsprings area. According to the City's records, the extension did not include lands within the Lift Lock area. Based on this, it is staff's understanding that the 1997 compensation agreement is now expired as it relates to the Lift Lock area. Staff is in active conversation with the Township regarding the status of compensation payments for development in the Lift Lock annexation area.

## **Public Responses**

### **i) Traffic Impacts**

Many residents have expressed concern with the impact that additional traffic will have on area roadways. Specifically, they are concerned with the ability of existing Trent Severn Waterway crossings to handle traffic, particularly in the summer time when the Maria

Street and Parkhill Road bridges frequently swing for boat traffic. Additionally, residents are concerned with the current physical state of area roads, their ability to withstand the impact of additional traffic, and the safety of area residents.

Presently, Ashburnham Drive, Maniece Avenue, Old Norwood Road, Naish Drive, Thornbury Drive and Trentview Road are paved rural roadways while MacFarlane Avenue is a gravel roadway. None of these roads have sidewalks. Additionally, Television Road is a two lane arterial roadway with gravel shoulders. The intersection of Television Road and Parkhill Road is a four-way stop controlled intersection.

As noted in Exhibit F, a number of road improvements are required in the area including urbanization and grade changes on Old Norwood Road, traffic signals on Television Road at Parkhill Road, Old Norwood Road, Street A and Maniece Avenue, additional turn lanes on Television Road and at a number of approaches to Television Road, and a realignment of Ashburnham Drive. Some of these road improvements, like the realignment of Ashburnham Drive and the urbanization of Old Norwood Road, will result in the addition of sidewalks and/or trails along these roads.

Some of these projects, like the installation of signals on Television Road at Street A and grade improvements on Old Norwood Road, will occur in conjunction with the subdivision development while other improvements, like installing traffic signals at other intersections along Television Road and the urbanization of Old Norwood Road, may occur concurrent with the subdivision development but will be City-led projects. The realignment of Ashburnham Drive will be completed as part of the future development of Phase 2.

With respect to the existing Trent Severn Waterway crossings, the City will be undertaking an East Side Traffic Study to assess traffic patterns at a high level and a subsequent EA(s) to implement the study recommendations. Although MacFarlane Avenue and Maniece Avenue are currently not identified for improvement, future improvement may be required to implement the recommendations of the area-wide transportation review.

At the August 2, 2018 open house, many residents expressed a desire to see the City's long-term plan for improving the area road network finalized before approving development and, preferably, that the required road improvements be completed before development proceeds. In staff's opinion, it is not feasible to implement a broad array of road network improvements in advance of development because revenues collected from development are needed to fund the work. As a condition of approval, the Proponent will be required to implement specific improvements and to restrict development until other improvements are made that are necessary to facilitate the Phase 1 development. As part of this report, staff has recommended that funding be pre-committed in the 2019 Capital Budget to complete an East Side Transportation Review. Additional funding to complete any subsequent EAs and road improvements will be requested in future Capital Budgets.

ii) Groundwater

Some residents have expressed concern regarding the impact that the development may have on groundwater in the area. Specifically, some are concerned that development may adversely impact the quality of water in their wells while other residents are concerned that groundwater levels could fluctuate and cause basement flooding. Many residents along Naish Drive have noted that the water table is high at their properties and that their properties are regularly at risk of basement flooding.

The Applicant has submitted a Hydrogeologic Assessment for the proposed development prepared by Groundwater Science Corp. dated March 2017 and an update letter dated February 26, 2018. The report notes that the property primarily serves a groundwater recharge function and that, post-development, it is anticipated that water infiltration could be reduced by 36.5% on the site. To maintain local groundwater conditions, the report recommends that LID measures be implemented on site. Provided groundwater conditions are maintained, the proposed development should not impact groundwater levels at nearby properties. The recommended conditions of approval require implementation of LID.

With respect to impacts on nearby wells, the report does not identify any expected impacts. Notwithstanding this, the City is unable to guarantee that existing wells will not be impacted by the proposed development. Therefore, in order to provide protection of health and safety for nearby wells users, staff has recommended that the Applicant establish a well monitoring program to assess any potential well impacts pre-, during and post-development.

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

At the public open housed dated August 2, 2018, one resident of Naish Drive requested that the water table be lowered in the area to address basement flooding issues. In staff's opinion, permanently lowering the water table in the area is not a feasible solution and would contradict the PPS which requires planning authorities to protect, improve or restore the quality and quantity of water.

In 2013, the City hired AECOM to review flooding issues in the area of Naish Drive and Old Norwood Road. AECOM noted that several homes in the area have had their basements flood on a number of occasions, that many homes have sump pumps that continuously run and battery backups that become overwhelmed during lengthy power outages, and that many homes have weeping tiles and pumps that are clogged with silt.

To address these problems, AECOM recommended that the City construct a local foundation drainage system for the area. This system would outlet water to the existing tributary of North Meade Creek located within Block 59 of the proposed development. Upon registration of the proposed plan of subdivision, the City will acquire ownership of Block 59. Once Block 59 is in City ownership, the City will have the ability to implement improvements that direct additional water to Block 59 subject to ORCA approval.

iii) Stormwater management and flooding

A number of area residents have been affected by flooding events in the past and are concerned that the proposed development will exacerbate flooding problems in the area. The proposed plan will be required to implement stormwater management measures to control the amount of water runoff from the site to pre-development levels for up to the 100 year storm. Accordingly, the proposed development should not aggravate existing flood conditions.

Some nearby areas, such as the corner of Old Norwood Road and Naish Drive, and areas along Maniece Avenue, have been subject to localized flooding in the past. The problems at Old Norwood Road and Naish Drive are documented in the City's Meade Creek Detailed Flood Reduction Study (MMM Group, May 2010) along with options for addressing the situation including replacing existing undersized culverts, cleaning/dredging existing ditches, or possibly re-designing existing ditches.

In their 2013 review, AECOM recommended that the City reset and/or replace existing culverts and re-grade ditches to convey runoff away from the area to North Meade Creek located within Block 59 of the proposed development. As already noted Block 59 will become City property upon registration of the proposed plan of subdivision. Once Block 59 is in City ownership, the City will have the ability to implement improvements that direct additional water to Block 59 subject to ORCA approval. Preferably, this work would be coordinated with the urbanization of Old Norwood Road that is required concurrent with this development. Staff will request funding through future Capital Budgets to implement the recommended ditch and culvert improvements.

Along Maniece Avenue, all properties west of approximately address No. 519 (south side of road) and address No. 524 (north side of road) have dwellings that are either within or adjacent to floodplain associated with North Meade Creek. The extent of the floodplain in this area is not expected to change as a result of the proposed development.

iv) School capacity

Some residents question whether area schools have sufficient capacity to handle students from the proposed development. The Kawartha Pine Ridge District School Board (KPRDSB), the Peterborough Victoria Northumberland and Clarington Catholic District School Board (PVNCCDSB) and the Conseil scolaire catholique MonAvenir have been circulated on the proposed development throughout the review period and have not provided comments.

KPRDSB is currently planning to construct a new elementary school on the King George site that would consolidate the existing King George and Armour Heights Public School student populations and would serve the subject lands.

v) Compatibility with the Lift Lock and Trent Severn Waterway

Similar to agency comments received, many residents wish to preserve the cultural heritage qualities of the Lift Lock and its surroundings. Detailed planning for integrating development with the Lift Lock area will be undertaken as part of the planning review and approval of Phase 2.

vi) Fostering alternative modes of travel

Some area residents have expressed a desire to see alternative modes of travel such as walking, cycling and transit promoted in this development. In particular, there is a strong desire to foster connections to Ashburnham Drive, Hunter Street and the Lift Lock. Staff supports these principles and will work to ensure that such connections are facilitated in the planning of Phase 2. With the possible realignment of Ashburnham Drive east into the golf course lands, potential exists to create new, safe, accessible pedestrian facilities along the east side of the Trent Severn Waterway through the area.

Within Phase 1, all streets will have sidewalks on both sides and collector Streets A and C will also have on-street cycling facilities. Both Streets A and C will be capable of accommodating transit service however the routing and timing of providing transit through the neighbourhood will be determined at a later date once the area road network is capable of accommodating transit and the demand for transit is in place.

vii) Preservation of Lift Lock Golf Club

Some residents have requested that the Lift Lock Golf Club be preserved as a valued recreation amenity/attraction for the area. Presently, the golf course is not included in Phase 1 of the development and is instead to be considered as part of Phase 2. It is anticipated that the golf course will remain open for as long as possible while Phase 2 is under review.

As noted in Exhibit F, the southern portion of the golf course which contains a driving range and a 9 hole par three course is located within floodplain. Accordingly, urban development will not be permitted on those lands. It is anticipated, therefore that the southern portion of the golf course will remain open for the long term, possibly in a reconfigured format.

viii) Servicing of unserviced areas

There are currently no sanitary sewers in the Lift Lock area while municipal water is available on Naish Drive, Trentview Road, and portions of MacFarlane Avenue, Old Norwood Road and Maniece Avenue. Area residents have expressed concern that they

pay City taxes but do not have access to City services. Some residents have requested that the City consider extending services to unserved properties or that the City consider requiring the Proponent to extend services to unserved properties.

Generally, development Proponents are responsible for servicing the development site and are not obligated to service adjacent lands. For the subject development, the Proponent will be required to extend services into their lands and to make adequate provision in their design to accommodate future service expansion to adjacent areas. As part of extending services to their site, the Proponent is proposing to install a trunk sanitary sewer and a watermain along the west half of Maniece Avenue. Property owners wishing to connect to those services may be permitted to do so at their own cost subject to approval from the appropriate utility (i.e. the City for sanitary service and the Peterborough Utilities Commission for water).

In 2012, staff presented an option to Council to begin a process for extending services to unserved annexed lands (USEC12-004, May 28, 2012). At the time, it was estimated that each property owner in the Lift Lock area would be required to pay, on average, \$72,800.00 to have services extended into the area.

On June 4, 2012 Council received staff's report and requested staff to report on establishing an ad hoc committee, comprised of staff and Councillors, whose purpose would be to consult with affected residents and to review and report on alternate servicing mechanisms. To date, no further decisions have been made on servicing unserved areas.

ix) Parking and safety within new development

At the public open house in 2017 concern was raised with the amount of parking available in new subdivisions and, in particular, safety concerns with on-street parking in new subdivisions. All single detached dwelling and street-fronting townhomes in the subdivision will be provided with a minimum of 2 parking spaces in accordance with the Zoning By-law. These regulations have been in effect for new suburban subdivisions in the city since 1994.

With respect to on-street parking, the City maintains and enforces By-law 09-136, as amended, which regulates on-street parking. Through the detailed design of the subdivision, staff will review the on-street parking capabilities of the plan and may restrict on-street parking as deemed necessary.