To: Development Services Committee

From: Commissioner, Development Services Department

Subject: Revised Applications to Amend the Oshawa Official Plan, Windfields Part II Plan and Zoning By-law No. 60-94 and for Approval of Draft Plan of Subdivision S-O-2011-02

North of Britannia Avenue, east of Bridle Road

Charing Cross Investments Inc. (Metrus)

1.0 PURPOSE

The purpose of this report is to provide a recommendation on revised applications submitted by Charing Cross Investments Inc. (Metrus) to amend the Oshawa Official Plan, the Windfields Part II Plan and Zoning By-law No. 60-94 and for approval of a draft plan of subdivision (S-O-2011-02) to permit new dwellings (primarily single detached and possibly block townhouses or apartments), an elementary school, a park, open space areas and a stormwater management facility.

Attachment No. 1 is a map showing the location of the subject site and the existing zoning in the area.

Attachment No. 2 is a copy of the existing Windfields Part II Plan.

Attachment No. 3 is a copy of the existing Windfields Part II Plan showing the requested amendments to this Plan.

Attachment No. 4 is a copy of the proposed Windfields Part II Plan showing the amendments requested through the subject applications along with the amendments requested by Minto Metropia Windfields LP (Minto) and RioCan Property Services Trust (RioCan).

Attachment No. 5 is a copy of the original draft plan of subdivision S-O-2011-02 submitted by the applicant that was considered at the June 20, 2011 Public Meeting.

Attachment No. 6 is a copy of the revised draft plan of subdivision S-O-2011-02 submitted by the applicant that was considered at the March 26, 2012 Public Meeting and for which approval is now being requested.

Attachment No. 7 is a copy of the special zoning regulations requested by the applicant.
On March 26, 2012 a public meeting was held concerning the revised applications. At its conclusion, the Development Services Committee adopted a recommendation to refer the applications back to staff for further review and the preparation of a subsequent report and recommendation. The minutes of that public meeting form Attachment No. 8 to this report.

This application is proceeding under the Integrated Approach with the Planning Act and Environmental Assessment Act through the Class EA process.

The public meetings also provided an opportunity for interested parties to provide comments on the environmental assessment for the construction of a new portion of Bridle Road on an unopened road allowance north of Britannia Avenue. The Integrated Approach essentially satisfies the requirements of both Acts through completion of the procedural and documentation requirements of each, offering increased flexibility and greatly streamlining the approval process.

2.0 RECOMMENDATION

That the Development Services Committee recommend to Council:

1. That, pursuant to Report DS-12-224 dated July 4, 2012, the application submitted by Charing Cross Investments Inc. (Metrus) to amend the Oshawa Official Plan (File No.: B-3100-0148) be approved and the necessary by-law be passed generally in accordance with the comments in the above noted Report.

2. That, pursuant to Report DS-12-224 dated July 4, 2012, the revised application submitted by Charing Cross Investments Inc. (Metrus) to amend the Windfields Part II Plan (File No.: B-3100-0148) be approved and the necessary by-law be passed generally in accordance with the comments in the above noted Report.

3. That, pursuant to Report DS-12-224 dated July 4, 2012, the revised application submitted by Charing Cross Investments Inc. (Metrus) to implement a revised draft plan of subdivision (File No.: S-O-2011-02) which proposes 260 lots for single detached dwellings, a block for block townhouses and/or apartments and/or single detached dwellings, a block for a future road, an elementary school block, a neighbourhood park block, a stormwater management facility, 2 blocks for valleys and open space, future development blocks, and roads, be approved subject to the conditions set out as Attachment No. 9 to said Report.

4. That, pursuant to Report DS-12-224 dated July 4, 2012, the revised application submitted by Charing Cross Investments Inc. (Metrus) (File No.: Z-2011-03) to amend Zoning By-law No. 60-94 to appropriate zones to implement the proposed draft plan of subdivision and the proposed revised amendments to the Windfields Part II Plan be approved and the necessary by-law be passed generally in accordance with the comments in the above noted Report.

5. That in accordance with Section 34(17) of the Planning Act and notwithstanding that the rezoning proposed in the public meeting report and at the public meeting differs to
some degree from that approved by City Council, such differences are not substantial enough to require further notice and another public meeting.

3.0 EXECUTIVE SUMMARY

In response to revised applications submitted by Charing Cross Investments Inc. (Metrus) for lands located east of Bridle Road, north of Britannia Avenue, this Department recommends the approval of the applications to amend the Oshawa Official Plan, Windfields Part II Plan, Zoning By-law No. 60-94 and for approval of a draft plan of subdivision (S-O-2011-02).

It is recommended that the subject draft plan of subdivision application be approved subject to conditions as set out in Attachment No. 9.

The applications provide new residential development along with a new neighbourhood park, elementary school and recreational trails. It is recommended that the park block and valley lands be conveyed to the City.

The proposed development can be designed to be compatible with existing and planned surrounding development.

Given the connection between the subject applications and the Riocan and Minto applications, it is proposed that:

- Only one Official Plan Amendment by-law will be passed for all three sites to give effect to all the proposed amendments to the lands generally east of Simcoe Street North, north of Britannia Avenue and south of Winchester Road East; and
- Only one rezoning by-law will be passed to include both the Metrus and Minto residential draft plans of subdivision and the Riocan Public Secondary School block.

4.0 INPUT FROM OTHER SOURCES

4.1 Other Departments and Agencies

- No department or agency that provided comments has any objection to the subject applications. Certain technical issues and requirements related to the proposed development have been identified and can be resolved during the further processing of the applications, if the applications are approved.

4.2 Public Comments

- The minutes of the March 26, 2012 public meeting concerning the subject applications form Attachment No. 8.
A key concern raised at the public meeting is set out below together with a staff response.

**Land Use Compatibility:**

- A representative of the Kedron Dells Golf Course expressed a concern regarding the potential conflicts between the proposed residential land uses and the Kedron Dells Golf Course located to the east of the subject site.

**Staff Response:**

- People who purchase or lease homes adjacent to a golf course will be made aware of the potential nuisances. Notices will be required to be inserted in the purchase and sale agreements and any rental agreements/leases advising the owners/tenants of the potential for golf balls to carry into the residential property. These notices will also be included in the subdivision agreement which will be registered on title.

- Through the conditions of draft approval the City will require the subdivider to obtain the services of a Landscape Architect with golf course design experience to prepare a fencing and planting plan and a long-term maintenance and replanting plan for the lands at the interface of the golf course and the residential lands.

- The above conditions were applied to the Jeffery subdivision abutting the south end of the Kedron Golf Course.

- Charing Cross Investments Inc. (Metrus) has agreed to work with Kedron Dells Golf Course throughout the development of this subdivision to mitigate conflicts between the golf course and the future homes. This includes strategic landscaping, vegetation planting, fencing, grading and possibly the installation of netting.

### 4.3 Auditor General

- The Auditor General has been consulted and has no comments.

### 5.0 ANALYSIS

#### 5.1 Background

- The subject site is generally located west of the Oshawa Creek, south of Winchester Road East, east of the Bridle Road road allowance and north of Britannia Avenue (see Attachment No. 1).
The following is background information concerning the revised applications:

<table>
<thead>
<tr>
<th>Oshawa Official Plan Designation</th>
<th>Existing</th>
<th>Requested/Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oshawa Residential and Open Space and Recreation. A future north-south road running through the site is designated as a Collector Road.</td>
<td>Maintain the Residential and Open Space and Recreation designations but delete the Collector Road designation.</td>
<td></td>
</tr>
</tbody>
</table>

| Windfields Part II Plan Designation | Low Density Residential, Medium Density I Residential, Medium Density II Residential, Open Space and Recreation, Neighbourhood Park and Public Elementary School. A future north-south road running through the site is designated as a Collector Road. | Low Density Residential, redesignate Medium Density I Residential area to Low Density Residential, Medium Density II Residential subject to a site specific policy to also permit Low Density Residential and Medium Density I Residential uses, Open Space and Recreation, relocate the Neighbourhood Park and Public Elementary School and change the Public Elementary School to a Separate Elementary School, and delete the Collector Road designation. |

| Zoning By-law No. 60-94 | AG-A (Agricultural) and OSH (Hazard Lands Open Space) | Appropriate zones to implement the revised draft plan of subdivision including special zoning regulations. |

| Use | Agricultural | Single detached dwellings, apartments and/or block townhouses, an elementary school, a park, open space related to the Oshawa Creek, a stormwater management facility, future development blocks, recreational trails and local roads. |

Adjacent Land Uses:

<table>
<thead>
<tr>
<th>North</th>
<th>Single detached dwellings on Bridle Road</th>
</tr>
</thead>
<tbody>
<tr>
<td>South</td>
<td>Oshawa Creek valley and single detached dwellings across the creek</td>
</tr>
<tr>
<td>East</td>
<td>Kedron Dells Golf Course and the Oshawa Creek valley</td>
</tr>
<tr>
<td>West</td>
<td>Agricultural land, however, a revised draft plan of subdivision (S-O-2006-02) has been submitted by Minto for residential development of these lands</td>
</tr>
</tbody>
</table>
Proposed Development Details (Attachment No. 6):

<table>
<thead>
<tr>
<th>Description</th>
<th>Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gross Area of Draft Plan</td>
<td>34.5 ha</td>
</tr>
<tr>
<td>Net Residential Area of Single Detached Dwelling Lots</td>
<td>10.22 ha</td>
</tr>
<tr>
<td>Number of Proposed Single Detached Dwelling Lots</td>
<td>260</td>
</tr>
<tr>
<td>Net Residential Density of Single Detached Dwelling Lots</td>
<td>25.4 u/ha</td>
</tr>
<tr>
<td>Minimum Lot Frontages of Single Detached Dwelling Lots</td>
<td></td>
</tr>
<tr>
<td>11 m (36 ft.) - 176 lots</td>
<td></td>
</tr>
<tr>
<td>12 m (39.4 ft.) - 84 lots</td>
<td></td>
</tr>
<tr>
<td>Net Residential Area of Lands located between the Tributaries of the Oshawa Creek (Blocks 261 and 262)</td>
<td>2.27 ha</td>
</tr>
<tr>
<td>Net Residential Density of Lands located between the Tributaries of the Oshawa Creek (Blocks 261 and 262)</td>
<td>Maximum of 85 u/ha (34 u/ac)</td>
</tr>
<tr>
<td>Area of Public Elementary School (Block 282)</td>
<td>2.32 ha</td>
</tr>
<tr>
<td>Area of Neighbourhood Park (Block 283)</td>
<td>1.73 ha</td>
</tr>
<tr>
<td>Area of Stormwater Management Facility (Block 284)</td>
<td>0.92 ha</td>
</tr>
<tr>
<td>Area of Open Space and Valleys (Blocks 285 and 286)</td>
<td>12.61 ha</td>
</tr>
<tr>
<td>Area of Future Development Blocks (Blocks 263-281)</td>
<td>0.43 ha</td>
</tr>
</tbody>
</table>

5.2 Oshawa Official Plan and Windfields Part II Plan

The subject site is designated as Residential and Open Space and Recreation in the Oshawa Official Plan.

The Official Plan specifies, in part, that areas designated as Residential shall be predominately used for residential dwellings. In addition, other land uses may be permitted in areas designated as Residential such as schools, parks, open space and recreational uses having a community or neighbourhood level service area.

In the Windfields Part II Plan, the subject site is designated as Low Density Residential, Medium Density I Residential, Medium Density II Residential, Neighbourhood Park, Public Elementary School and Open Space and Recreation. Recreation Trails are also shown: one running generally east-west through the site and the other being located north-south within the Oshawa Creek valley.

The Low Density Residential designation generally includes uses such as single detached, semi-detached and duplex dwellings at densities up to 30 units per hectare (12 u/ac.).

The Medium Density I Residential designation generally includes uses such as single detached, semi-detached, duplex and townhouse dwellings at a density of 30 to 60 units per hectare (12 to 24 u/ac.).
The Medium Density II Residential designation generally includes uses such as townhouses, low rise apartments and medium rise apartments at a density of 60 to 85 units per hectare (24 to 34 u/ac.).

The Oshawa Creek valley is shown as Hazard Lands and an Environmentally Sensitive Area in both the Oshawa Official Plan and the Windfields Part II Plan.

Bridle Road is designated as a Type "C" Arterial Road in both Plans. A future Collector Road is designated in both Plans running generally in a north-south direction east of Bridle Road.

A revised application submitted by Minto for approval of a draft plan of subdivision (S-O-2006-02) for the lands west of the subject site proposes to alter the alignment of Bridle Road. The proposed realignment would cause Bridle Road to abut the subject site on the west.

Charing Cross Investments Inc. (Metrus) has applied to amend the Oshawa Official Plan by deleting the Collector Road designation.

Charing Cross Investments Inc. (Metrus) has also applied to amend the Windfields Part II Plan by:

(a) Redesignating the area designated as Medium Density I Residential at the north end of the site immediately east of Bridle Road to Low Density Residential;
(b) Adding Low Density Residential and Medium Density I Residential uses as additional permitted uses in the area designated as Medium Density II Residential located between the two tributaries of the Oshawa Creek (Blocks 261 and 262 in the revised draft plan);
(c) Relocating the Neighbourhood Park and the Public Elementary School such that they abut Bridle Road; and,
(d) Deleting the Collector Road designation.

Since the public meeting, the Durham District School Board has advised that it no longer requires the Public Elementary School site in this draft plan. The Durham Catholic District School Board has now requested that the Elementary School Block 282 be reserved for a Separate Elementary School. The proposed amendment to the Windfields Part II Plan will show this site as a Separate Elementary School.

The applications submitted by Minto to amend the Oshawa Official Plan and the Windfields Part II Plan for the lands west of the subject site also propose to delete the Collector Road east of the Oshawa Creek tributary and to alter the alignment of Bridle Road. The future location of Bridle Road has been coordinated between the two applications to create a satisfactory alignment for each developer.

This Department has no objection to the approval of the revised application to amend the Oshawa Official Plan and the Windfields Part II Plan.
5.3 Zoning By-law No. 60-94

- The subject site is currently zoned AG-A (Agricultural) and OSH (Hazard Lands Open Space).
- The applicant proposes to amend Zoning By-law No. 60-94 to implement the revised draft plan. The proposed zoning amendment would:
  - Rezone the proposed single detached dwelling lots to appropriate R1 (Residential) Zones with special zoning regulations (Attachment No. 7);
  - Rezone the blocks (Blocks 261 and 262) located between the two tributaries of the Oshawa Creek to appropriate R1-E/R4-A/R6-B (Residential) Zones to permit single detached dwellings, block townhouses and/or apartments including special zoning regulations (Attachment No. 7);
  - Rezone the Elementary School block (Block 282) to appropriate CIN (Community Institutional)/R1 (Residential) Zones including special zoning regulations (Attachment No. 7);
  - Rezone the Neighbourhood Park block (Block 283) to OSP (Park Open Space); and,
  - Rezone the stormwater management facility (Block 284) and the open space and valley blocks (Blocks 285 and 286) to OSH (Hazard Lands Open Space).
- This Department generally has no objections to the requested zoning regulations. The regulations included in the rezoning by-law will be to the satisfaction of the Commissioner of Development Services.
- It is recommended that an “h” holding symbol be applied to the residential portion of the draft plan. The holding symbol would be removed when the subdivision agreement is executed which includes acceptable financial provisions with respect to services and facilities. An “h” holding symbol will also be applied to Blocks 261 and 262 (future apartment/block townhouse/single detached development) to require site plan approval.
- While the “holding” symbol is in place only model homes and a temporary sales office and UR (Urban Reserve) uses will be permitted.

5.4 Subdivision Design Considerations

- The revised draft plan includes lots/blocks for single detached dwellings, blocks for low or medium density residential uses, an elementary school block, a neighbourhood park block, recreational trails, valley/open space blocks, a stormwater management facility block, future development blocks, local roads and a block for a future road. A bike route is proposed along Bridle Road.
The Windfields Part II Plan provides that where a site designated as Community Use and intended for an elementary school is not needed for that use or other community uses, such site may alternatively be used for Low Density Residential or Medium Density I Residential uses without requiring an amendment to the Part II Plan. The proposed draft plan shows a lotting fabric on the elementary school site with single detached dwelling lots on a "P-loop" street.

Detailed design matters will be reviewed during the further processing of the applications to ensure compliance with the City's Landscaping Design Policies and other policies.

This Department has no objection to the approval of the proposed draft plan subject to the recommended conditions which are included in Attachment No. 9 to this report.

5.5 Basis for Recommendation

This Department has no objection to the approval of the subject applications for the following key reasons:

(a) The proposed development conforms to the Durham Regional Official Plan.

(b) The proposed development conforms with the intent of the Oshawa Official Plan.

(c) The design of the subdivision is appropriate for the site and the proposed development can be designed to be compatible with the existing and planned surrounding land uses.

(d) The proposed subdivision design provides appropriate connections to abutting future development lands to the north and east to accommodate well planned and integrated development over the long term.

(e) The applicant submitted a Traffic Impact Study prepared by exp Services Inc. The study concluded that the deletion of the Collector Road designation will not have a negative impact on the proposed road network of the draft plan or abutting plans.

(f) The subdivision design facilitates an appropriate recreational trail route through the lands and into areas to the north, south and west and an appropriate bike route.

(g) The proposed development maintains and protects the environmentally sensitive areas located within the subject site. The City will acquire the open space valley lands and neighbourhood park at no cost.

(h) The Region of Durham and Central Lake Ontario Conservation Authority have no objection to the applications.

(i) The proposed development represents good planning.
6.0 FINANCIAL IMPLICATIONS

- Based on the approval of the Windfields Part II Plan the City has effectively assumed that there will be certain capital costs related to the construction of arterial roads and finishing the development of the neighbourhood park.

- Capital costs which are the responsibility of the City as a result of any development of the revised draft plan are as follows:
  
  (a) Capital costs for "finishing" the development of the neighbourhood park with such items as play fields, equipment, walkways and trees are approximately $375,000; and,
  
  (b) Capital costs for the construction of the Type "C" Arterial Road (Bridle Road) are approximately $107,000.

- The above costs would be funded through Development Charges and other accounts as necessary.

7.0 RESPONSE TO THE COMMUNITY STRATEGIC PLAN

- Approval of the subject applications will advance Goal B (A Green and Sustainable Community) of the City’s Community Strategic Plan by managing growth and using land wisely, by taking a proactive approach to environmental management and protection, and by promoting active transportation and recreation options.

Paul Ralph, B.E.S., RPP, Director
Planning Services

Thomas B. Hodgins, B.E.S., M.A., RPP, Commissioner
Development Services Department
Attachment No. 1

DEVELOPMENT SERVICES DEPARTMENT

Item No.: DS-12-224
Subject: Revised Applications to Amend the Oshawa Official Plan, Windfields Part II Plan and Zoning By-law No. 60-94 and for Approval of Draft Plan of Subdivision
Address: North of Britannia Ave, east of Bridle Rd

- Subject Site
- Minto Lands
- Riocan Lands
Attachment No. 2 - Existing Windfields Part II Plan

Item No.: DS-12-224

Subject: Revised Applications to Amend the Oshawa Official Plan, Windfields Part II Plan and Zoning By-law No. 60-94 and for Approval of Draft Plan of Subdivision

File No.: B-3100-0148, Z-2011-03, S-O-2011-02
Redesignate from Medium Density I Residential to Low Density Residential

Relocate the Neighbourhood Park and Public Elementary School and change from Public Elementary School to Separate Elementary School

Add Low Density and Medium Density I Residential uses as additional permitted uses

Relocate the Neighbourhood Park and Public Elementary School and change from Public Elementary School to Separate Elementary School
Attachment No. 4 - Proposed Windfields Part II Plan

Item No.: DS-12-224
Subject: Revised Applications to Amend the Oshawa Official Plan, Windfields Part II Plan and Zoning By-law No. 60-94 and for Approval of Draft Plan of Subdivision
File No.: B-3100-0148, Z-2011-03, S-O-2011-02
Attachment No. 5

Item No.: DS-12-224

Subject: Revised Applications to Amend the Oshawa Official Plan, Windfields Part II Plan and Zoning By-law No. 60-94 and for Approval of Draft Plan of Subdivision

Address: North of Britannia Ave, east of Bridle Rd

File No.: B-3100-0148, Z-2011-03, S-O-2011-02
Attachment No. 6
Item No.: DS-12-224
Subject: Revised Applications to Amend the Oshawa Official Plan, Windfields Part II Plan and Zoning By-law No. 60-94 and for Approval of Draft Plan of Subdivision
Address: North of Britannia Ave, east of Bridle Rd
File No.: B-3100-0148, Z-2011-03, S-O-2011-02
Zoning Provisions to Implement Proposed Draft Plan – Metrus Charing Cross

Lots 1-21

Zone: R1D

- Frontage (min): 12.2m
- Area (min): 360m²
- Front Yard Setback (min): 4.5m
- Rear Yard setback (min): 7.5m
- Interior Side yard (min): 1.2m one side / 0.3m other side
- Exterior Side Yard (min): 2.0m
- Building Height (max): 11.5m
- Lot Coverage (max): 45% - 42% main building
  - 3% accessory building
  - 47% - 44% main building (bungalow)
  - 3% accessory building

Special provisions
- Unenclosed porch - not included in lot coverage calculation
  - included in front yard landscape space
  - may encroach 2.0m into the required front yard setback
  - may encroach 1.0m into the required exterior side yard setback

Lots 22-260, Blocks 263-280

Zone: R1E (4)

- Frontage (min): 9.0m
- Area (min): 250m²
- Front Yard Setback (min): 3.0m
- Rear Yard setback (min): 7.5m
- Interior Side yard (min): 1.2m one side / 0.3m other side
- Exterior Side Yard (min): 2.0m
- Building Height (max): 11.5m
- Lot Coverage (max): 45% - 42% main building
  - 3% accessory building
  - 47% - 44% main building (bungalow)
  - 3% accessory building

Special provisions
- Unenclosed porch - not included in lot coverage calculation
  - included in front yard landscape space
  - may encroach 2.0m into the required front yard setback
  - may encroach 1.0m into the required exterior side yard setback
Blocks 261, 262, 281

Zones: R4/R6-B/R1
Special Condition to permit single detached condominium residential units

* Note: Special Condition provisions to be applied to R4, R6 & R1 zoning

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Minimum</th>
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<tbody>
<tr>
<td>Frontage (min)</td>
<td>24.0m</td>
</tr>
<tr>
<td>Area (min)</td>
<td>0.75ha</td>
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<tr>
<td>Front Yard Setback (min)</td>
<td>3.0m</td>
</tr>
<tr>
<td>Rear Yard setback (min)</td>
<td>3.0m</td>
</tr>
<tr>
<td>Interior Side yard (min)</td>
<td>3.0m</td>
</tr>
<tr>
<td>Minimum Building Separation</td>
<td>1.2m</td>
</tr>
<tr>
<td>Minimum Landscaped Open Space</td>
<td>35%</td>
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<tr>
<td>Maximum Lot Coverage</td>
<td>35%</td>
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<tr>
<td>Building Height (max)</td>
<td>18.0m</td>
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<tr>
<td>Maximum Density</td>
<td>85 units per hectare</td>
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</table>

Block 282 (school) Potential Future Lots Not Fronting Bridle Road

Zones: CIN/R1E (4)

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<tr>
<th>Requirement</th>
<th>Minimum</th>
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<tbody>
<tr>
<td>Frontage (min)</td>
<td>9.0m</td>
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<tr>
<td>Area (min)</td>
<td>250m2</td>
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<tr>
<td>Front Yard Setback (min)</td>
<td>3.0m</td>
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<tr>
<td>Rear Yard setback (min)</td>
<td>7.5m</td>
</tr>
<tr>
<td>Interior Side yard (min)</td>
<td>1.2m one side / 0.3m other side</td>
</tr>
<tr>
<td>Exterior Side Yard (min)</td>
<td>2.0m</td>
</tr>
<tr>
<td>Building Height (max)</td>
<td>11.5m</td>
</tr>
<tr>
<td>Lot Coverage (max)</td>
<td>45% - 42% main building</td>
</tr>
<tr>
<td></td>
<td>3% accessory building</td>
</tr>
<tr>
<td>Special provisions</td>
<td></td>
</tr>
<tr>
<td>Unenclosed porch</td>
<td>not included in lot coverage calculation</td>
</tr>
<tr>
<td></td>
<td>included in front yard landscape space</td>
</tr>
<tr>
<td></td>
<td>may encroach 2.0m into the required front yard setback</td>
</tr>
<tr>
<td></td>
<td>may encroach 1.0m into the required exterior side yard setback</td>
</tr>
</tbody>
</table>

Block 282 (school) Potential Future Lots and Part Lots Fronting Bridle Road

Zones: CIN/R1D

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Minimum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frontage (min)</td>
<td>12.2m</td>
</tr>
<tr>
<td>Area (min)</td>
<td>360m2</td>
</tr>
<tr>
<td>Front Yard Setback (min)</td>
<td>4.5m</td>
</tr>
<tr>
<td>Rear Yard setback (min)</td>
<td>7.5m</td>
</tr>
<tr>
<td>Interior Side yard (min)</td>
<td>1.2m one side / 0.3m other side</td>
</tr>
<tr>
<td>Exterior Side Yard (min)</td>
<td>2.0m</td>
</tr>
<tr>
<td>Building Height (max)</td>
<td>11.5m</td>
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<tr>
<td>Lot Coverage (max)</td>
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<tr>
<td></td>
<td>3% accessory building</td>
</tr>
<tr>
<td></td>
<td>47% - 44% main building (bungalow)</td>
</tr>
<tr>
<td></td>
<td>3% accessory building</td>
</tr>
</tbody>
</table>
Special provisions
Unenclosed porch - not included in lot coverage calculation
included in front yard landscape space
may encroach 2.0m into the required front yard setback
may encroach 1.0m into the required exterior side yard setback

Revised March, 2012
APPLICATION 2: CHARING CROSS INVESTMENTS INC. (METRUS)  
Planning Act and Municipal Class Environmental Assessment Public Meeting

PRESENTATION

Glenn Genge, Biddle and Associates addressed the Committee providing an overview of the revised applications submitted by Charing Cross Investments Inc. (Metrus) to amend the Oshawa Official Plan, the Windfields Part II Plan and Zoning By-law 60-94 and for approval of draft plan of subdivision (S-O-2011-02) to permit new dwellings, a public elementary school, a park, open space areas and a stormwater management facility.

The Committee questioned Glenn Genge.

DELEGATIONS

The Chair asked if any members of the public wanted to address the Committee concerning the applications.

Phil Brown, representative from Kedron Dells Golf Club addressed the Committee expressing concern regarding the land-use compatibility of a residential development beside a golf club, noting typical concerns from residents include damage due to stray balls, noise and property standards complaints. Phil Brown stated that since the golf club has been in operation for 40 years, potential homeowners should be required to sign a waiver acknowledging that they are aware of the golf club and its operations, and indemnifying the golf club of any future claims for damages (ex. stray balls). Phil Brown also recommended the developer consider incorporating a berm with trees to reduce noise, high scale fencing and netting into the site plan.

The Committee questioned Phil Brown.

No further public comments were received.

CORRESPONDENCE

None.

ADDITIONAL AGENDA-RELATED ITEMS

None.
REPORT

DS-12-74 Revised Applications to Amend the Oshawa Official Plan, Windfields Part II Plan and Zoning By-law 60-94 and for Approval of Draft Plan of Subdivision (S-O-2011-02), North of Britannia Avenue, east of Bridle Road, Charing Cross Investments Inc. (Metrus)

Moved by Councillor Pidwerbecki, “That the revised applications submitted by Charing Cross Investments Inc. (Metrus) to amend the Oshawa Official Plan, Windfields Part II Plan (File: B-3100-0148) and Zoning By-law 60-94 (File: Z-2011-03) and for approval of a draft plan of subdivision (S-O-2011-02) for lands located east of Bridle Road, north of Britannia Avenue be referred back to the Development Services Department for further review and the preparation of a subsequent report and recommendation. This referral does not constitute or imply any form or degree of approval.” CARRIED
1. That the draft plan be revised as follows:
   
   (a) By providing generally a minimum setback of 6 metres from the drip line of the wooded area in Open Space Blocks 285 and 286 to the satisfaction of the City.

2. That the final 40M plan for registration shall show the following:
   
   (a) Block 281 will be deleted and Street “F” shall be extended to abut the easterly property line.
   
   (b) Lots 55, 126, 127, Block 263 and Street “A” north of Street “C” shall be shown as one Block if the lands to the north are still designated Industrial in the Oshawa Official Plan when the plan is registered.
   
   (c) All single detached lots shall have a minimum frontage of 9 metres measured at the street line.

3. That the subdivider enter into a subdivision agreement with the City to ensure the fulfillment of the City’s requirements, financial and otherwise.

4. That this development comply with the City’s Landscaping Design Policies, as amended on March 21, 1988. Without limiting the generality of the foregoing, the following shall be undertaken by the subdivider to the satisfaction of, and at no cost, to the City:
   
   (a) The preparation of a Subdivision Landscape Plan(s), including a landscape plan for the storm water management facility, storm water outfalls, channels and the roundabout, a park concept and grading plan for the neighbourhood park block and a restoration/enhancement landscape plan for the open space blocks containing the valley lands;
   
   (b) The protection of existing site features during the course of subdivision development; a protection plan shall be prepared and shall be coordinated with the grading plan; a statement from a Landscape Architect shall certify that the measures employed are appropriate to promote preservation;
   
   (c) The installation of fencing and landscaping, as necessary; and
   
   (d) The preparation of a street tree planting plan and the installation of street trees all to the satisfaction of the City.

5. That the subdivider undertake, at no cost to the City:
   
   (a) The grading, sodding, fencing, installation of the granular base of the recreational trail and installation of drainage facilities in the neighbourhood park block in accordance with the approved plans or in lieu of undertaking
the actual work the City may accept, at its discretion, an appropriate fixed payment to the City;

(b) The construction of the roundabout including the installation of landscaping and drainage facilities as necessary to the satisfaction of the City; and

c) The installation of the enhancements and restoration planting in the open space blocks that contain the valley lands to the satisfaction of the City;

d) The construction of all bike routes and the granular base of the recreational trails to the satisfaction of the City.

6. That the subdivider be advised that it may request permission from Council to fully "finish" the park including any facilities and appropriate park furniture, as an alternative to waiting for the City to "finish" the park. The subdivider's request must include the proposed timing of full park construction, the costs to the City and a proposed method and timeline for reimbursement by the City. The subdivider's request is to be made to the Commissioner of Development Services who shall report to Committee and Council on the request. The subdivider is advised that the timing of the finishing of the park is at Council's discretion and that Council cannot, at this time, commit to the approval of any request by the subdivider to "finish" the park on the City's behalf.

7. That the subdivider deposit with the City a public lands damage deposit and monetary security in amounts to be specified in the subdivision agreement as satisfactory to the City, to ensure that the public lands are not damaged and that certain site improvements, landscaping, fencing and vegetation preservation, in accordance with the approved conditions and plans, are carried out to the satisfaction of the City.

8. That Neighbourhood Park Block 283 be conveyed to the City at no cost and in a physical condition acceptable to the City at any time after draft approval of the plan by City Council to satisfy the parkland provisions of the Planning Act.

9. That the Open Space Blocks 285 and 286 (valley blocks) be conveyed to the City at no cost and in a physical condition acceptable to the City. The Open Space Blocks shall be modified as necessary, to include all lands below top of bank, all natural hazard lands related to the valley, and lands above top of bank required for a recreational trail, buffers, maintenance access and/or erosion allowance access, if determined necessary by the City. Further, the subdivider shall adjust Open Space Blocks 285 and 286 and abutting lots and blocks as a result of further stormwater management, fluvial geomorphological and/or geotechnical slope investigations.

10. That the subdivider provide property owners with private well systems in the area surrounding the draft plan with a copy of the Region's Well Interference Policies.

11. That the residential lots BLOCKS shown on the School Block 282 only be permitted to be registered after it is proven to the City's satisfaction that the block is not required for any school or other community use. If Block 282 is used for single detached residential purposes then the lots fronting onto Bridle Road must have a minimum lot frontage of 12 metres.
12. That the subdivider arrange for and pay the cost of all services required to service the plan in accordance with the policies and requirements of the City, and that any additional costs regarding urban design, creek works and road restoration works shall be the responsibility of the subdivider.

13. That satisfactory arrangements be made for financing the City’s share of servicing, if any, before the final plan is released for registration.

14. That the cost of any relocation, extension, alteration, damage repair or extraordinary maintenance of existing services necessitated by this development shall be the responsibility of the subdivider.

15. That the subdivider pay the full cost of the City’s services within this plan which abuts privately owned property outside the limits of this plan, and further, that any payment received for the services for which this subdivider has paid shall be used to reimburse this subdivider for such services to the extent of this subdivider’s cost provided a front ending agreement is executed in accordance with the requirements of the Development Charges Act.

16. That, if required, the subdivider enter into a front ending agreement with the City, which provides for the oversizing of storm drainage facilities for lands outside the plan. The agreement will provide for the front end payment, the construction and the reimbursement for such oversizing in accordance with policies established by the City, and further, that prior to release of the final plan for registration all matters with respect to the front ending agreement must be in effect.

17. That the subdivider grant free of charge any easements required for servicing and the conveyance of overland flows and such easements shall be in a location and of such widths as determined by the City and/or the Region and are to be granted upon request at any time after the draft approval of the plan by City Council.

18. That the City grant any easements and authorize any work required for utilities, storm water management and servicing on City owned lands necessitated by the development of the plan or relinquish any redundant easements provided the subdivider has met all the requirements of the City, financially or otherwise.

19. That the final registration include any required Block(s) or easement(s) to facilitate the installation of any utility services which cannot be accommodated in the City’s right of way in a location to the City’s satisfaction.

20. That lot grading plans and other engineering drawings be prepared in accordance with the requirements and standards of the City of Oshawa, and prior to preparation of the subdivision agreement, the plans and drawings are to be submitted to and approved by the Engineering Services Branch. This extends to include Utility Coordination Plans to illustrate and establish a final design location of all above ground and below ground utility plant and structures to service the plan. In the event that the subdivision agreement is not executed within one (1) calendar year from the date of approval of the engineering drawings, the lot grading plans and other engineering drawings shall be resubmitted to the City for approval again prior to execution of the subdivision agreement.
21. That reserves as may be required be conveyed to the City.

22. That any existing reserves or block(s) which are required to be dedicated as public highway with the registration of this plan be included in the final plan of subdivision and dedicated as public highway, or alternatively, a by-law shall be prepared for the purpose of dedicating any existing reserves or block(s) as public highway.

23. That this development comply with City Council policies and by-laws with respect to stormwater management. In this regard, the subdivider is required to submit a detailed stormwater management report that must address, but not limited to, the following issues:

(a) Water quality and quantity control including design details on pond sizing and forebay sizing;
(b) Major and minor flows routes including cross-sectional details of walkway and roads;
(c) Erosion and sediment controls;
(d) Downstream development impacts relating to the proposed water ponding within roadway(s) using the Master Environmental Servicing Plan hydrological model;
(e) Outfall pipe sizing requirements and erosion protection works at the outlet;
(f) Foundation drain discharge points;
(g) Infiltration potential of the lands using Low Impact Development Techniques;
(h) Floodplain mapping revise floodplain limits by re-running the Hec-Ras model using the new flows based on this development;
(i) Financial contribution to the long term maintenance and the repair cost of the stormwater management facility.
(j) Maintenance/operating manual for the stormwater management facility.

Furthermore, the subdivider is required to implement and bear the cost of all the necessary stormwater features/works recommended in the said report.

24. That the subdivider acknowledges and is prepared to revise the draft plan if it is determined during the review of the final engineering drawings that the developable limit represented on this draft plan has been incorrectly illustrated due to unforeseen circumstances. In this regard, the subdivider acknowledges and is prepared to reduce the number of residential building lots or reconfigure the lots as determined by the actual location of the developable limit.

25. That a storm drainage scheme for the lands within and abutting this plan be submitted to the Development Services Department for approval prior to preparation of the engineering drawings for this subdivision.

26. That the subdivider acknowledge, in writing, prior to the submission of engineering drawings that the current City policy provides for consideration of a reduced road allowance width of 18 metres for local roads and the Commissioner of the Development Services Department reserves the final determination to require the standard 20 metre road allowance width if it is determined that the construction
and/or maintenance of the public services within the road allowance is not financially or otherwise feasible.

27. That the subdivision agreement allow the City to approve the location of driveway(s) on all lots it deems necessary prior to the issuance of a building permit.

28. That the location of all driveways maintain a minimum one metre clearance from all above ground utility structures or other like apparatus.

29. That if this subdivision is to be developed by more than one registration, the subdivider will be required to submit a plan showing the proposed phasing, all to the satisfaction of the City to confirm servicing and secondary access requirements.

30. That the subdivider provide roll-up type garage doors where the front yard setback to the garage is 7.0 metres or less.

31. That any driveway leading to a private garage on any lot fronting on a road allowance of less than 20 metres that does not have a City sidewalk planned for that side of the public highway shall have a minimum length of 7 metres from the street line to the garage and the garage shall be designed with a roll-up type garage door.

32. That the City close, reconvey or dedicate any road allowance or widenings necessitated by the development of this plan, provided the subdivider has met all of the requirements of the City, financially or otherwise. A by-law shall be prepared or the lands included in the 40M Plan, as necessary, for the purpose of dedicating any road allowances or widenings as public highways.

33. That any approvals which are required from the Region of Durham, TransCanada Pipelines, Enbridge Pipelines, Central Lake Ontario Conservation Authority and any other regulatory authority for the development of this plan be obtained by the subdivider and written confirmation be provided to the City as verification of these approvals.

34. That the subdivider pay the full cost of the temporary termination of any street within the plan (in the form of a cul-de-sac) to the satisfaction of the City and further that the subdivider acknowledge that the method of termination may restrict the availability of building permits in the vicinity.

35. That the subdivider acknowledge, in writing, that current City funding practice may change prior to plan registration or development and that the timing of the registration shall be at the City’s discretion based on the City’s financial ability to fund projects.

36. That prior to the preparation of the subdivision agreement, the subdivider shall engage a control architect, satisfactory to the City, who will prepare streetscape/architectural control guidelines to the City’s satisfaction, approve all models offered for sale and certify that all building permit plans comply with the City approved guidelines.
37. That all streets, including temporary roads and cul-de-sacs, be designed to City standards.

38. That the engineering plans be co-ordinated with the streetscape/architectural control guidelines and further that the engineering plans shall co-ordinate the driveways, street hardware and street trees in order to ensure that conflicts do not exist, asphalt is minimized and street trees are accommodated.

39. That the subdivider prepare a soils report to the City's satisfaction and the subdivision agreement implement, as appropriate, the recommendations of the soils report, including any requirement that development on engineered fill be certified by a professional engineer, all to the satisfaction of the City.

40. That all streets shall be named to the satisfaction of the City predominately following a Windfields Farm/equestrian theme, if possible.

41. That the Storm Water Management Block 284 be conveyed to the City at no cost and be designed, developed, and landscaped to the satisfaction of the City, at no cost to the City. The subdivider shall reduce the number of residential building lots or reconfigure the lots and roads included in the draft plan if the final engineering for the stormwater management facility, as approved by the City, determines that the lands for the facility must be increased in area or reconfigured in shape to accommodate the volume of post development runoff or to increase the buffer for environmentally sensitive areas.

42. That prior to release of the final plan for registration, the subdivider must ensure that all streets properly align with existing developments and new development proposals outside the limits of and abutting this plan. In this regard, the subdivider must provide written verification from an Ontario Land Surveyor or Professional Engineer that the alignment of all streets and their extension outside the limits of this plan will meet the design requirements of the City.

43. That the subdivider provide a fixed payment satisfactory to the City (10% of the estimated cost of the construction item) to provide for the long term maintenance and repairs of items such as enhancements to fences and entrance feature walls, which exceed the standards normally required by the City. The City may require certain urban design features to honor the Windfields Farm in this area.

44. That the subdivider provide a fixed contribution satisfactory to the City to provide for the long term maintenance and repair cost of the Storm Water Management facility.

45. That the land within the draft plan shall not be unreasonably graded, filled or stripped except in compliance with the City's Site Alteration By-law 85-2006 or in advance of building activity so as to cause dust and increased stormwater run-off from the lands resulting in erosion and silting of roads, services, valley lands, creeks and privately owned property. As part of the engineering drawing submission, the subdivider shall submit an erosion and siltation control plan to be implemented and maintained with the grading and construction activity on the lands. The plan shall indicate the means whereby stormwater run-off and sedimentation from the site will be controlled and shall be implemented and maintained by the subdivider during the
construction of services and the house building program. In the event building activity is not commenced following completion of underground services, the subdivider will undertake to revegetate any area that has been graded, filled or stripped. Any cost incurred by the City for cleaning, repairing or reconstructing damaged services as a result of stormwater run-off shall be the responsibility of the subdivider.

46. That the zoning by-law be appropriately amended in order to implement the draft plan.

47. That the subdivider retain a qualified professional engineer to verify to the satisfaction of the City and the Region of Durham that the soil of the site has been made suitable for the proposed uses and is in compliance with the Ministry of Environment’s (MOE’s) current “Guidelines for Use at Contaminated Sites in Ontario”. A Record of Site Condition acknowledged by MOE shall be submitted to the satisfaction of the City prior to registration and/or any site disturbance.

48. That the subdivider retain a qualified professional engineer to prepare a Noise Impact Study which addresses the impact of noise generated from road traffic and/or any other relevant noise sources and is based on the detailed grading of the site to the satisfaction of the City. Further, the subdivider shall implement the recommendations for noise controls at no cost to the City, confirm that the implemented sound barrier(s) is in compliance with the Ministry of Environment’s current requirements and provide the necessary warning clauses to the City’s satisfaction. The subdivider shall pay for a peer review of the study if required by the City.

49. That the subdivider, at its cost, utilize decorative street lighting and decorative street signage on Bridle Road and all local roads consistent with the lighting and signage in the Windfields subdivision south of Britannia Avenue.

50. That the subdivider revise the draft plan, as necessary to the satisfaction of the City to accommodate any unforeseen technical engineering issues which arise during the review of the final engineering drawings. Required revisions may include reducing the number of residential building lots or reconfiguring the roads or lots/blocks to the City’s satisfaction.

51. That any walkways required by the City be constructed by the subdivider, at no cost to the City and to City standards.

52. That the final plan accommodate any additional road allowance as may be required to provide for the final design of a two lane roundabout at the intersection of Bridle Road and Street “B”, which is to be designed and constructed to the satisfaction of the City. In this regard, Lot 22 cannot be developed until such time that the road allowance requirement has been determined. Further that all costs associated with this intersection control feature be borne entirely by the subdivider.

53. That dedicated corner site triangles and pavement elbows on residential streets be incorporated to the satisfaction of the City.
54. That the subdivider prepare a fencing and planting plan which intensifies the planting at the interface between the blocks and the golf course to the satisfaction of the City; the plan shall be prepared by a Landscape Architect with golf course experience and be acceptable to the City and subdivider. The Landscape Architect shall certify that in their experience, the fencing and existing and proposed planting reflects commonly employed techniques, setbacks and buffering procedures for golf courses/residential lot interfaces. The minimum fence height shall be 1.8 metres (6 ft.).

55. That the subdivider installs the fencing and planting on the golf course/block interface to the satisfaction of the City prior to issuance of any building permits for Blocks 261 and 262 adjacent to the golf course.

56. That the Landscape Architect with golf course design experience recommend a long term maintenance/replanting plan for the area of the golf course adjacent to the blocks. The Landscape Architect shall also recommend any changes to the golf course design that may promote greater compatibility with the residential uses. These recommendations shall be provided to the golf course owner as a means to manage and reduce potential conflict in the long term.

57. That the subdivision agreement require the subdivider to provide a notice, satisfactory to the City, in the purchase and sale agreements and lease/rental agreements for all units in Blocks 261 and 262 adjacent to the golf course about the adjacency of the golf course and the potential for golf balls to carry into the lot.

58. That the subdivision agreement include a warning clause to all potential residents in the plan, through the agreement of purchase, sale or lease, that the dwelling unit is located in proximity to the Oshawa Municipal Airport and its corresponding aircraft traffic.

59. That Future Development Block 264 shall only be used as a single detached dwelling lot if School Block 282 is required for a school or other community use. If Block 282 is developed for residential purposes, Block 264 shall not be developed as an independent single detached dwelling lot unless it is proven by the subdivider to the City’s satisfaction that Block 264 is not required to be developed in conjunction with Block 282.

60. That the Future Development Blocks be developed, as necessary, in conjunction with adjacent lands to the satisfaction of the City.

61. That the property required for the road widening of Bridle Road be conveyed to the City upon request at no cost, at any time after the draft approval of the plan by the City.

62. That the subdivider retain a professional environmental expert to prepare an update to the “Wildlife Risk Management Assessment for the Oshawa Municipal Airport” and implement any mitigating measures for the Storm Water Management Block 284 to the satisfaction of the City.
63. That School Block 282 be developed for an elementary school in conjunction with the abutting school block in adjacent draft plan of subdivision S-O-2006-02.

64. That the cost of any public municipal services outside of the plan necessitated by this development to be installed, extended, relocated or altered to provide services across or through adjacent privately owned lands which are subject to a separate draft plan approval to service this plan shall be the responsibility of the subdivider. Furthermore, it is also the sole responsibility of the subdivider to negotiate with the adjacent owner and secure the appropriate easement(s) and/or land(s) required, and convey the same to the City, at no cost and in physical condition acceptable to the City.

65. That the subdivider is required to pay the full cost of the City's services which abut this plan outside the limits of this plan on Bridle Road to construct an urbanized arterial road structure across the entire frontage of the draft plan with a special consideration to allow a rural type road structure on the west side of this frontage to the satisfaction of the City, which the City will reimburse the developer only for the cost of oversizing of this road structure in accordance with the Council adopted Engineering Branch Policy and business practices for arterial roads, and further, that any payment received for any additional services for which this subdivider has paid shall be used to reimburse this subdivider for such services to the extent of this subdivider's cost provided a front-ending agreement is executed in accordance with the requirements of the Development Charges Act.

66. That the subdivider is required to pay the full cost to rehabilitate, reconstruct or resurface Bridle Road to a standard rural road cross-section from the north limit of the plan to Winchester Road to accommodate increased traffic volumes of any phasing of the plan that will dictate the need. The need and standard to which the road reconstruction or rehabilitated will be completed is at the sole discretion of the Director of Engineering to the satisfaction of the City and based on engineering merits of the demand requirements. The City will not reimburse the subdivider for any of the cost of this road structure unless a front-ending agreement is executed in accordance with the requirements of the Development Charges Act.

67. That an overall phasing plan must be submitted to ensure an adequate street pattern and servicing scheme prior to preparation of the engineering drawings to ensure that appropriate consideration is being given to the adjacent lands.

68. That the Durham Catholic District School Board be required to indicate to the City its intention to accept ownership and maintenance responsibility for the proposed walkway to the school site prior to the City approving the engineering drawings, and further, in the event the school board indicates otherwise, the walkway be deleted from the final plan.

69. That any lands external to the plan necessitated for the purposes of public highway be conveyed to the City free of charge and dedicated as public highway.

70. That the subdivider acknowledges that the full and complete build-out of the stormwater management facility is dependent on the co-operation of the adjacent landowner to the west of Block 284 (stormwater block). In the event that the
subdivider is unable to complete the stormwater management facility to its full capacity, the subdivider agrees that the City may restrict development from part of this draft plan. The limits of the restriction will be at the City's discretion based on the findings of the approved stormwater management report.

71. The subdivider agrees to provide the City with, prior to finalizing the engineering drawings for the pond, a geotechnical report prepared by a qualified professional engineer to investigate and confirm that the pond location would have no adverse impact upon the stability of the creek valley slope. In this regard, the subdivider acknowledges and is prepared to reduce the number of residential building lots or reconfigure the lots/roads as may be determined necessary, or alternatively, the owner agrees to implement the recommendations in the approved geotechnical report at their cost.

72. That any approval in relation to stormwater management, erosion control and any works required within the Oshawa Creek East Valley (Tributary E2) shall be obtained by the subdivider from the Central Lake Ontario Conservation Authority and the City's Engineering Services Branch. Written confirmation of the approval is to be provided to the City.

73. That the subdivider agrees to retain a qualified professional to prepare a Fluvial Geomorphological Assessment report on Tributary E2 of Oshawa Creek East Branch to determine the extent of the creek works that is required to be done to accommodate this development. Furthermore, the subdivider is required to carry out and bear the cost of all the necessary creek works recommended in the said report.

74. That Lots 168 to 178 not be developed until such time that engineering fill has been placed and certified by a qualified professional engineer that the slope is stable.

75. That Streets "A" and "E" together with the related fronting lots and blocks including Block 284 designated for the Storm Water Management facility be developed in conjunction with adjacent lands to the satisfaction of the City.

76. That the subdivider acknowledges and agrees that the development of this subdivision cannot proceed until such time that the Britannia Avenue culvert crossing over Tributary E1 of Oshawa Creek East Branch and the Britannia Avenue road extension to approximate 300 metres east of Bridle Road have been constructed.

77. That the subdivider submit a Hydrogeological Assessment report that must address, but not limited to, the following issues:

(a) The sizing of the Foundation Drain Collect System (FDC);
(b) Opportunities for the application of the LIDs technology within the draft plan;
(c) Any potential for formation of calcium carbonate buildup in the foundation drains and service connections within this draft plan and provide appropriate remedial measures;
(d) To minimize the extent of building footing drains below the seasonal high groundwater table by means of changing the overall design of this development.

Furthermore, the subdivider is required to implement and bear the cost of all the necessary stormwater features/works recommended in the said report.

78. That the subdivider implement the recommendations of Environmental Impact Study prepared by Niblett Environmental Associates Inc. in February 2012 to the satisfaction of the City and be required to bear the cost of all the necessary works recommended in the said study.

79. The heavy construction access be restricted to Britannia Avenue, if possible, to the City's satisfaction.