Colonel Talbot Subdivision

Stantec

Auburn Developments INC.

Colonel Talbot Application Submission Chronology

Proposal Review Meeting	8-Sep-10
PRM - Meeting Summary	17-Sep-10
Requirements for a complete Application	25-Feb-11
Draft Plan/OPA & ZBA Application submitted	22-Dec-11
Requirements for a complete Application	18-Jan-12
Response to City Comments-Auburn	28-Feb-12
Response to City Comments-Stantec	19-Mar-12
City acceptance of application -additional digital copies of reports required	20-Apr-12
Submission of additional reports	26-Apr-12
Acceptance of Complete Application by City	2-May-12
Notice of Application	7-Jun-12
Comments to Draft Plan Application Circulation	3-Aug-12
Re-submission - revisions in Response to City Comments received	13-Dec-12
Acceptance of Revisions to Application	24-Dec-12

SUBJECT SITE

colonel talbot subdivision

Stantec

Auburn Developments INC.

- Site Area = 66.27ha/163.75ac

SUBJECT SITE

colonel talbot subdivision

Stantec

Auburn Developments INC.

- City Official Plan with original submitted Draft Plan boundary

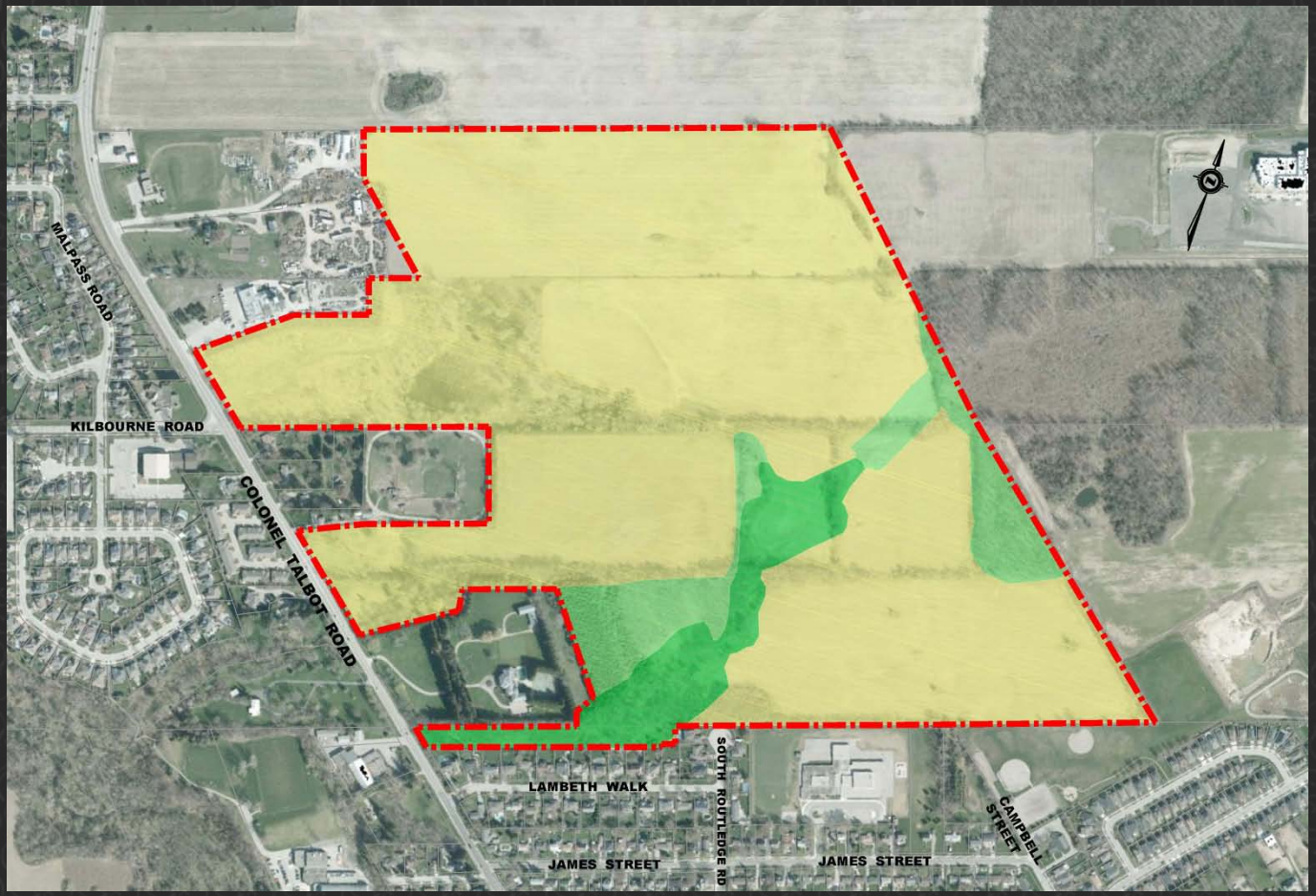
OFFICIAL PLAN – SCHEDULE A – LAND USE

colonel talbot subdivision

Stantec

Auburn Developments INC.

- City Official Plan with original submitted Draft Plan boundary



Legend:

- **Open Space – 4.75ha**
- **Environmental Review – 5.25ha**
- **Low Density Residential – 56.14ha**

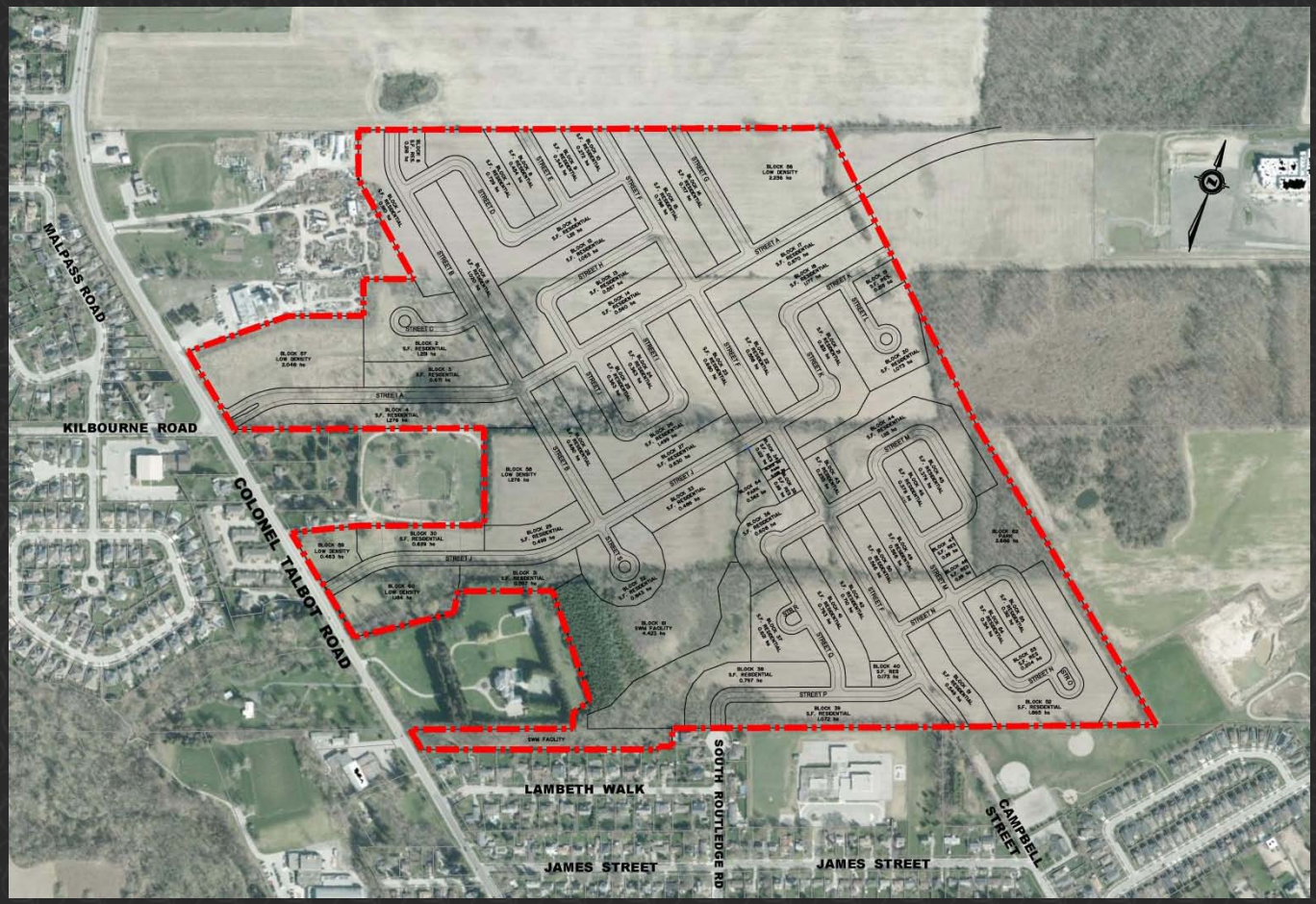
OFFICIAL PLAN – SCHEDULE A – LAND USE

colonel talbot subdivision

Stantec

Auburn Developments INC.

- Original Draft Plan submitted December 11, 2011
- 64.63 ha/159.70ac



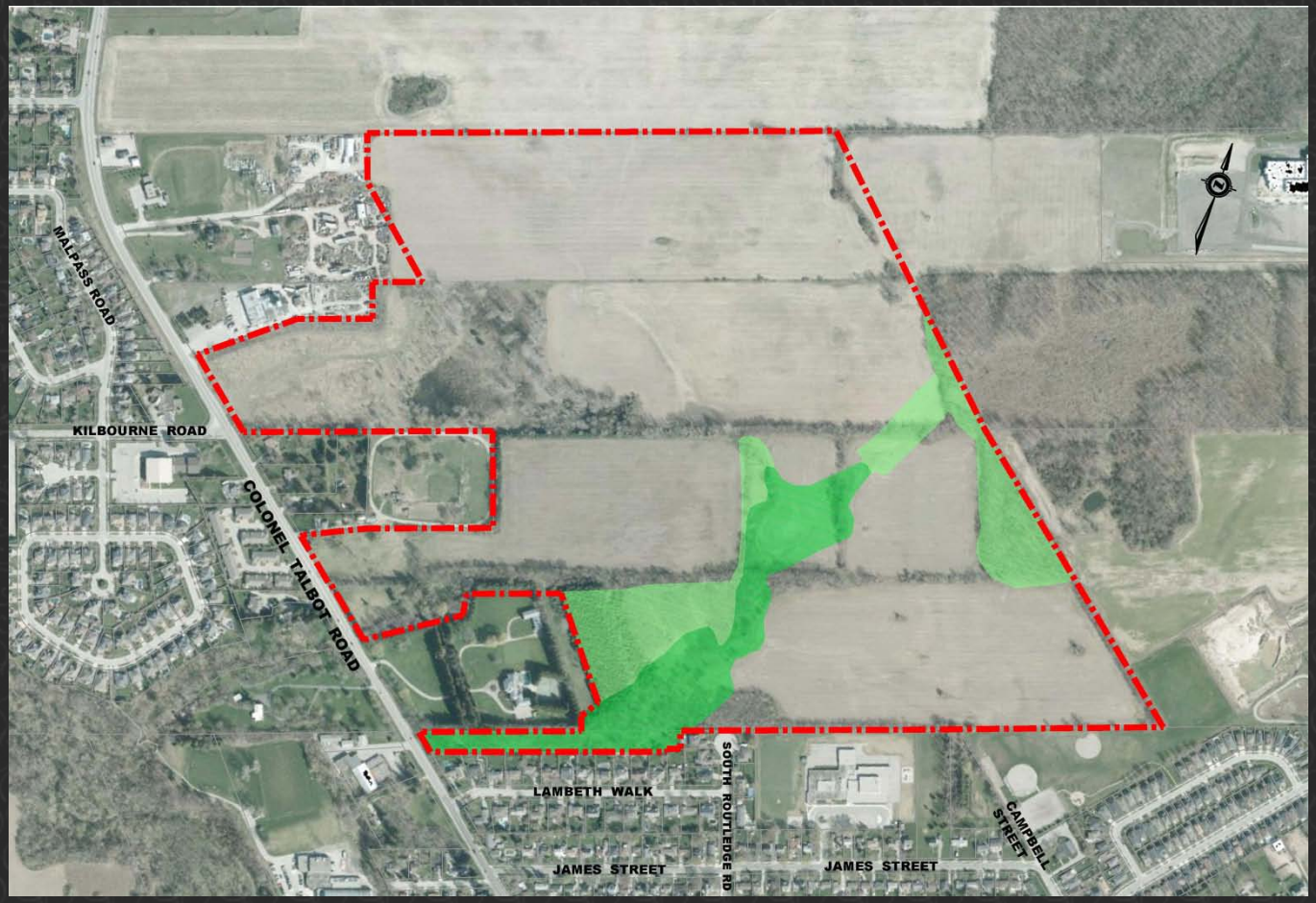
ORIGINAL DRAFT PLAN

colonel talbot subdivision

Stantec

Auburn Developments INC.

- Original Draft Plan submitted December 11, 2011
- 64.63 ha/159.70ac



Legend:

Environmental Review – 5.25ha

Open Space – 4.75ha

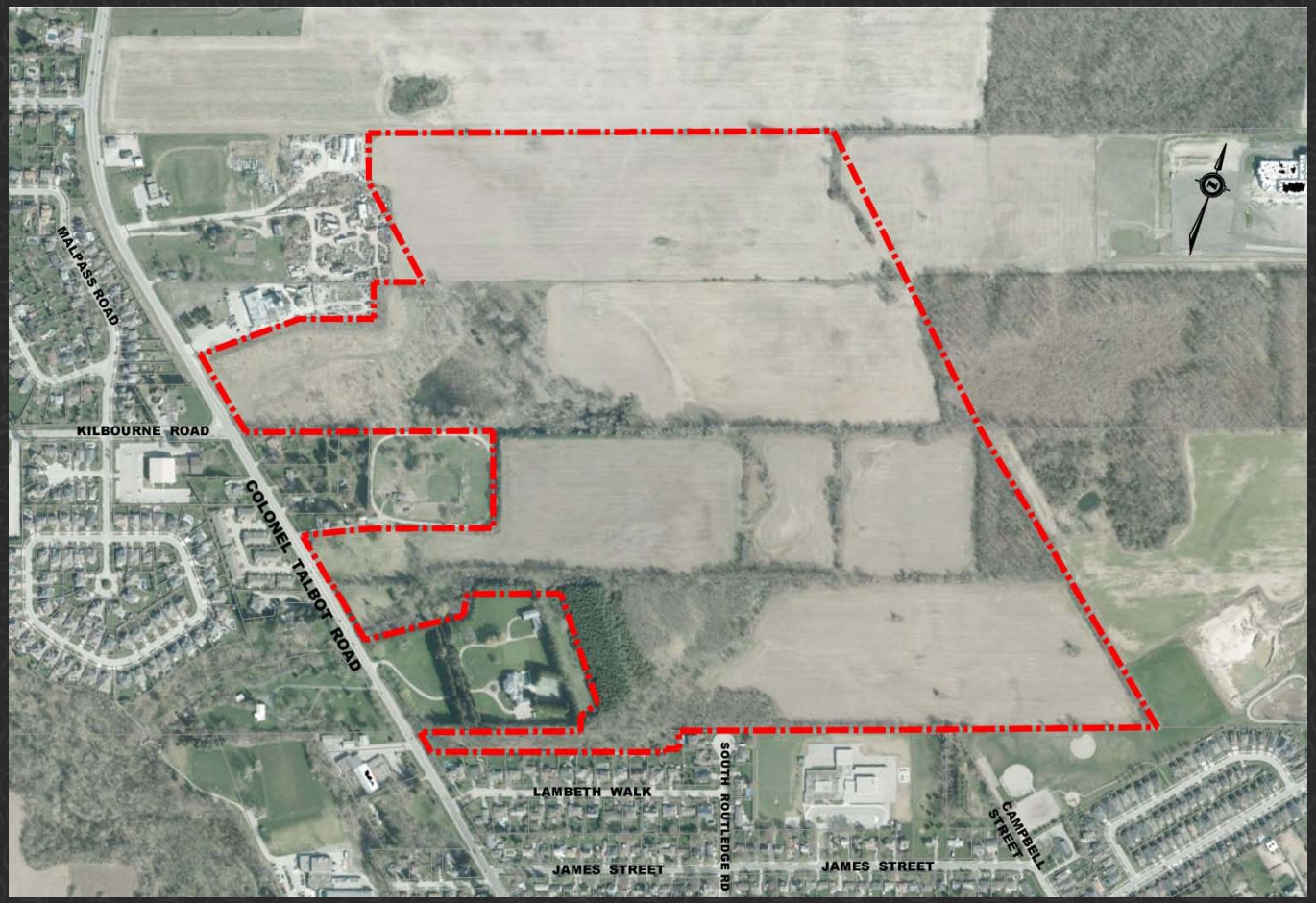
OFFICIAL PLAN – SCHEDULE A – LAND USE

colonel talbot subdivision

Stantec

Auburn Developments INC.

- Original Draft Plan submitted December 11, 2011
- 64.63 ha/159.70ac



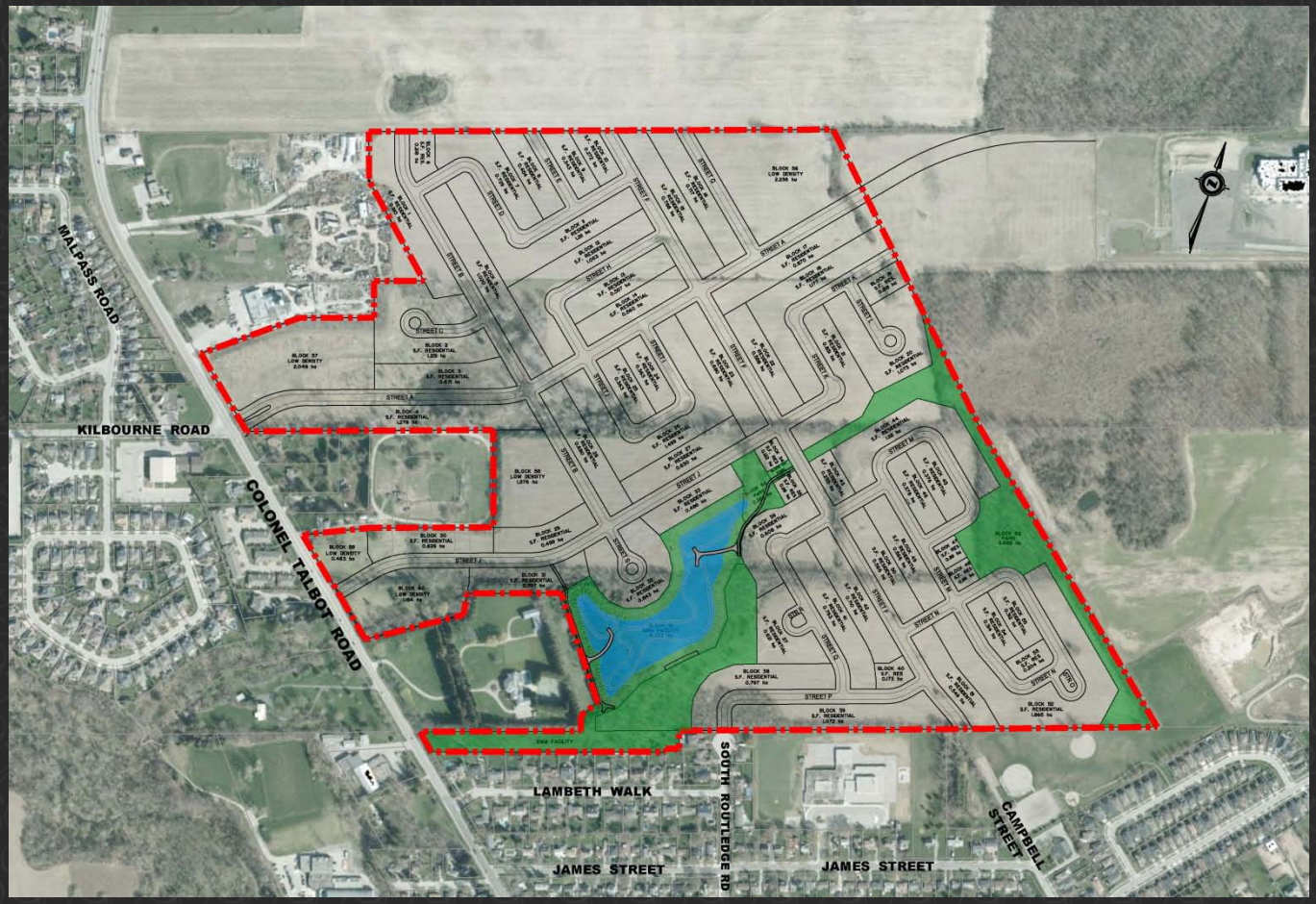
OFFICIAL PLAN – SCHEDULE A – LAND USE

colonel talbot subdivision

Stantec

Auburn Developments INC.

- Original Draft Plan submitted December 11, 2011
- 64.63 ha/159.70ac



Legend:

Park – 3.109ha / 4.8%
Additional green area – 1.533ha / 2.3%

Storm Water Management – 4.423ha / 6.8%

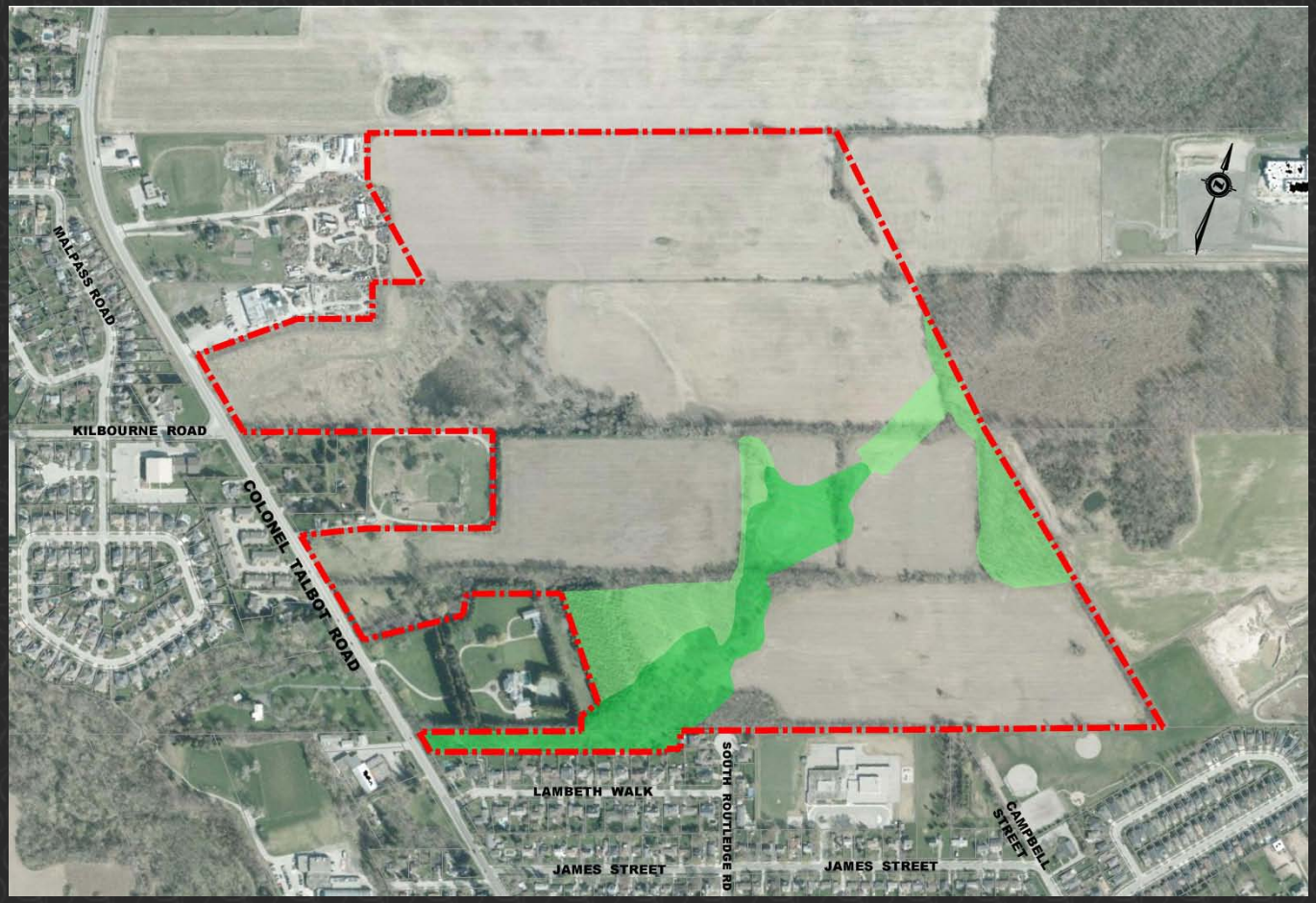
ORIGINAL DRAFT PLAN – PARK & SWM AREAS

colonel talbot subdivision

Stantec

Auburn Developments INC.

- Original Draft Plan submitted December 11, 2011
- 64.63 ha/159.70ac



Legend:

Environmental Review – 5.25ha

Open Space – 4.75ha

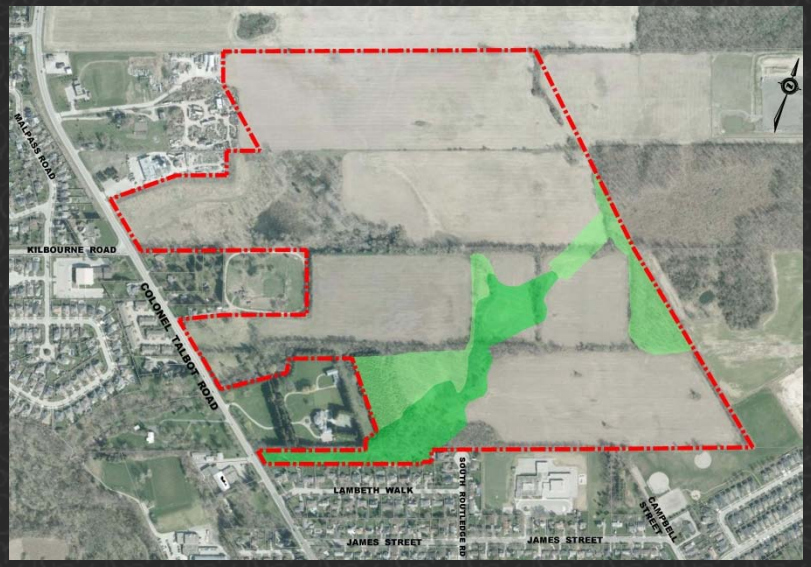
OFFICIAL PLAN – SCHEDULE A – LAND USE

colonel talbot subdivision

Stantec

Auburn Developments INC.

- Green space comparison



Official Plan - Schedule A

Legend:

Environmental Review – 5.25ha

Open Space – 4.75ha

TOTAL – 10.00ha

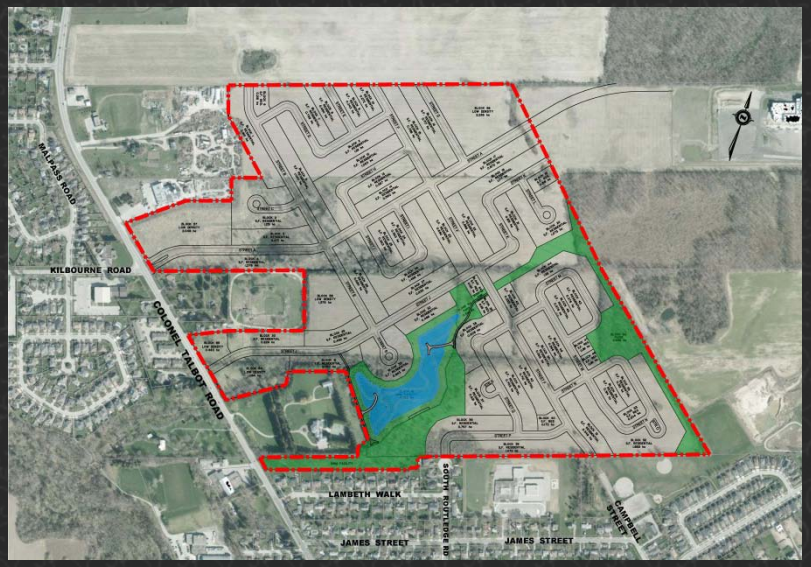
Draft Plan – Original Submission

Legend:

Park – 3.109ha / 4.8%
Additional green area – 1.533ha / 2.3%

Storm Water Management – 4.423ha

TOTAL – 9.065ha



ORIGINAL DRAFT PLAN – GREEN SPACE COMPARISON

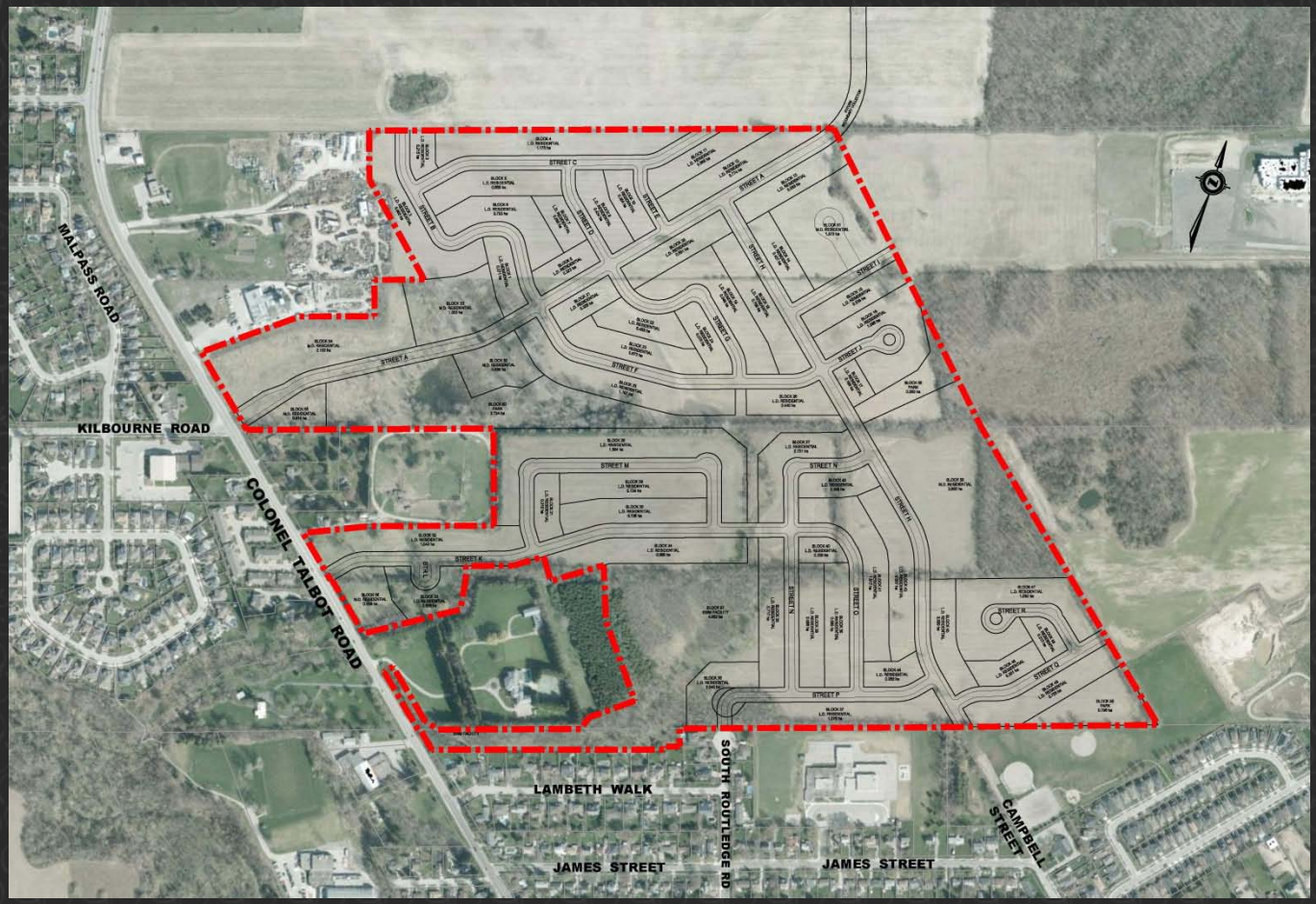
colonel talbot subdivision

Stantec

Auburn Developments INC.

- Original Draft Plan submitted December 11, 2011
- 64.63 ha/159.70ac

- Draft Plan re-submitted December 13, 2012
- 64.77 ha/160.05ac



REVISED DRAFT PLAN

colonel talbot subdivision

Stantec

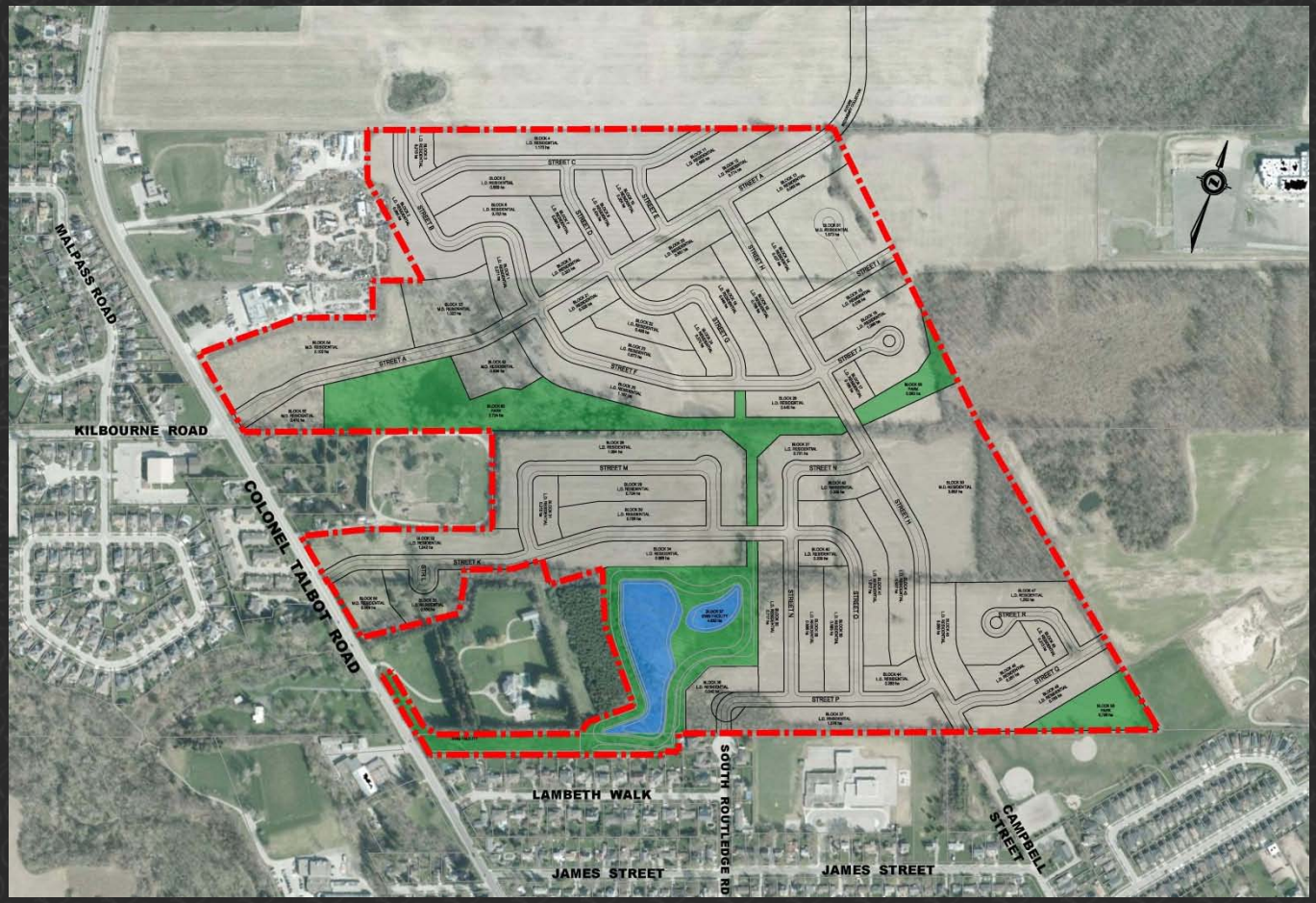
Auburn Developments INC.

- Draft Plan re-submitted December 13, 2012
- 64.77 ha/160.05ac

Legend:

Park – 5.08ha / 7.8%

Storm Water Management – 4.852ha / 7.4%



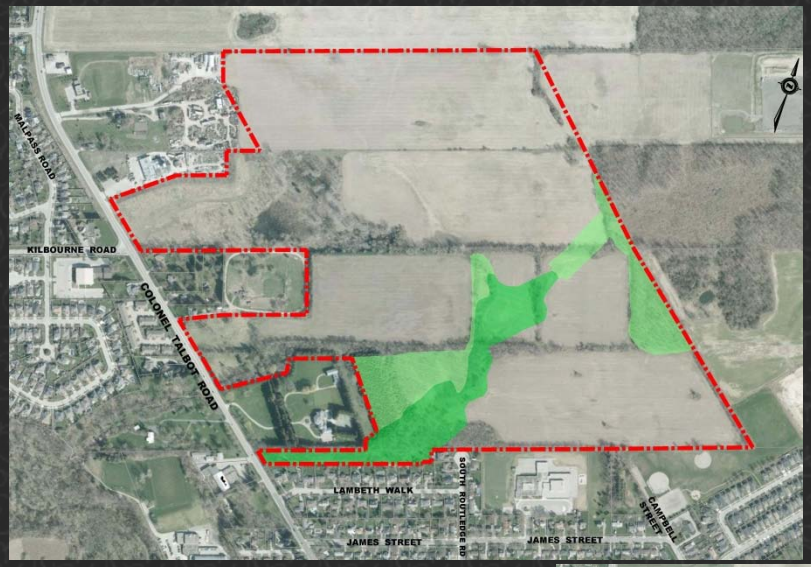
REVISED DRAFT PLAN – PARK & SWM AREAS

colonel talbot subdivision

Stantec

Auburn Developments INC.

- Green space comparison



Official Plan - Schedule A

Legend:

Environmental Review – 5.25ha

Open Space – 4.75ha

TOTAL – 10.00ha

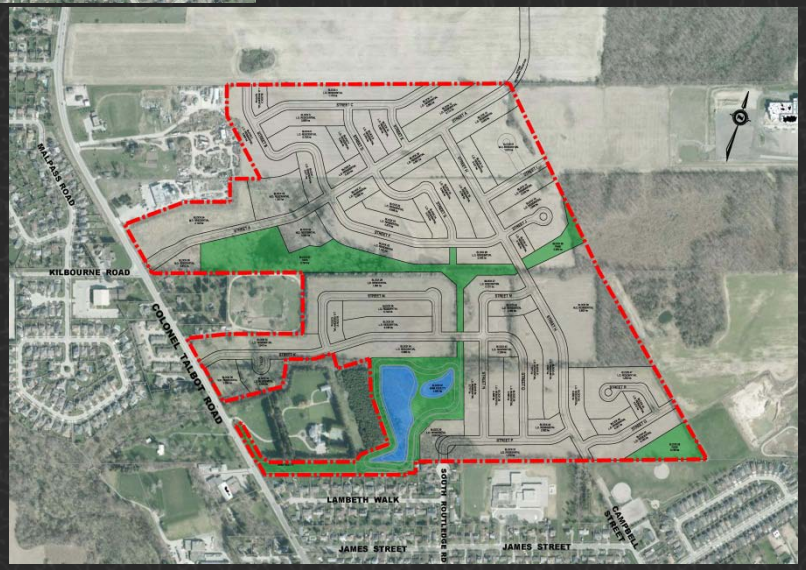
Draft Plan – Revised Submission

Legend:

Park – 5.08 / 7.8%

Storm Water Management – 4.85ha / 7.4%

TOTAL – 9.93ha



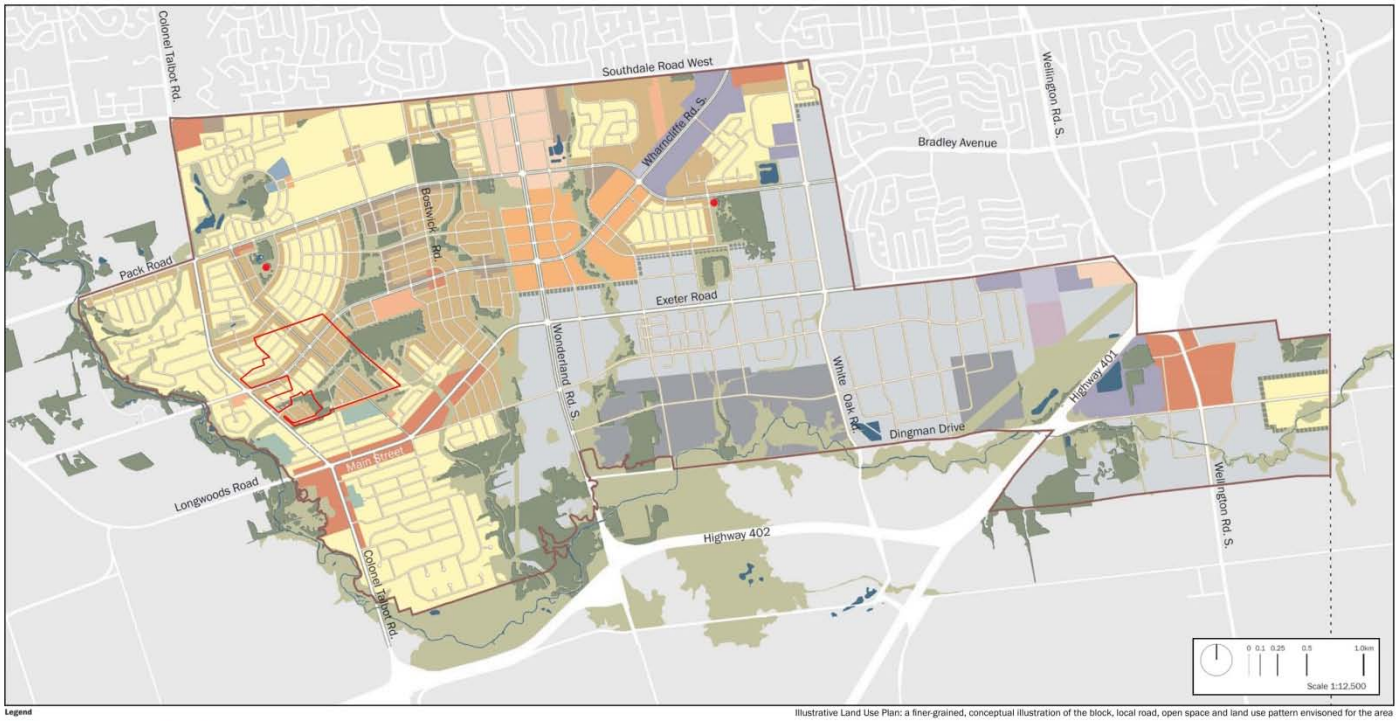
REVISED DRAFT PLAN – GREEN SPACE COMPARISON

colonel talbot subdivision

Stantec

Auburn Developments INC.

- Illustrative Land Use Plan from SWAP background studies report May 5, 2010



SWAP ILLUSTRATIVE LAND USE PLAN

colonel talbot subdivision

Stantec

Auburn Developments INC.

- Illustrative Land Use Plan from SWAP background studies report May 5, 2010

SWAP ILLUSTRATIVE LAND USE PLAN

colonel talbot subdivision

Stantec

Auburn Developments INC.

- Illustrative Land Use Plan from SWAP background studies report May 5, 2010
- Original DP

SWAP ILLUSTRATIVE LAND USE PLAN

colonel talbot subdivision

Stantec

Auburn Developments INC.

- Illustrative Land Use Plan from SWAP background studies report May 5, 2010
- December DP

SWAP ILLUSTRATIVE LAND USE PLAN

colonel talbot subdivision

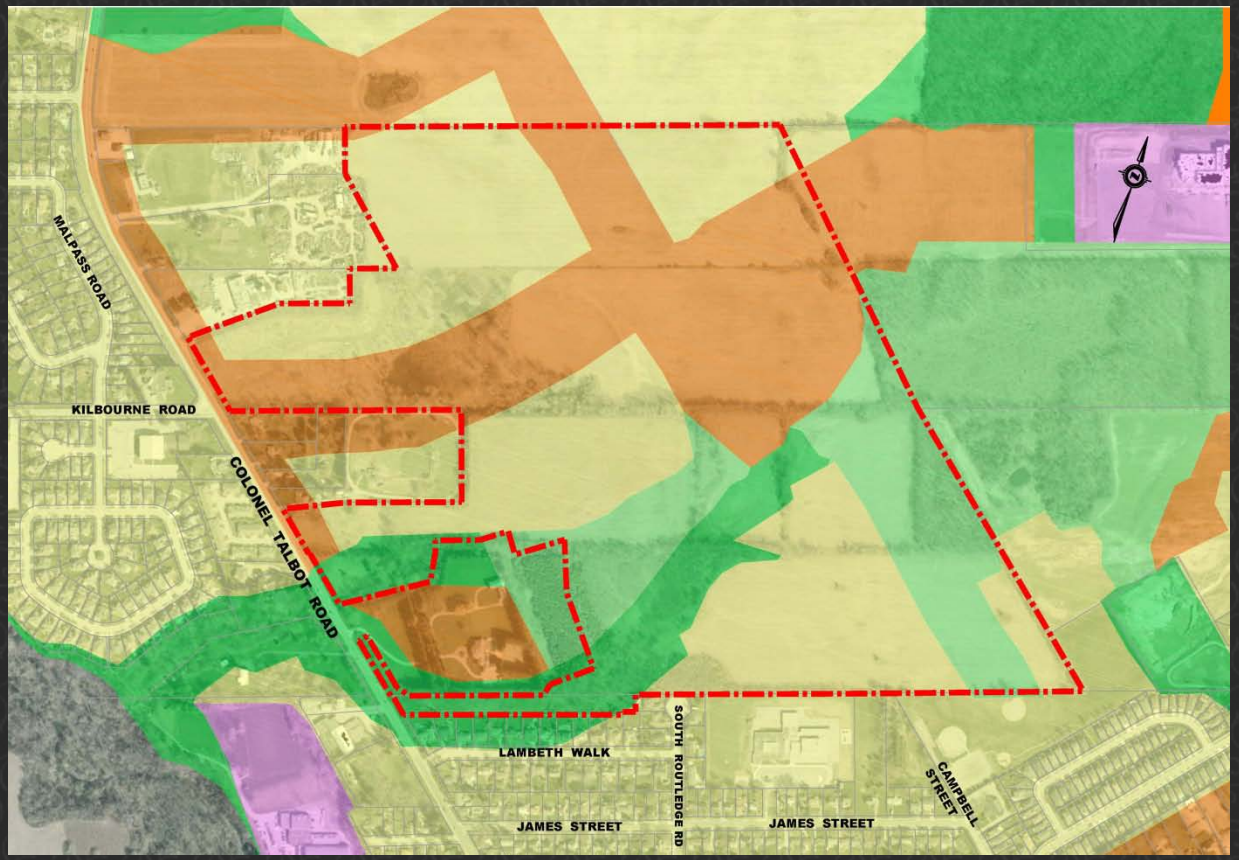
Stantec

Auburn Developments INC.

- SWAP land use with Dec. 2012 submitted Draft Plan boundary

Legend:

- Open Space
- Environmental Review
- Low Density Residential
- Medium Density Residential
- Community Facility



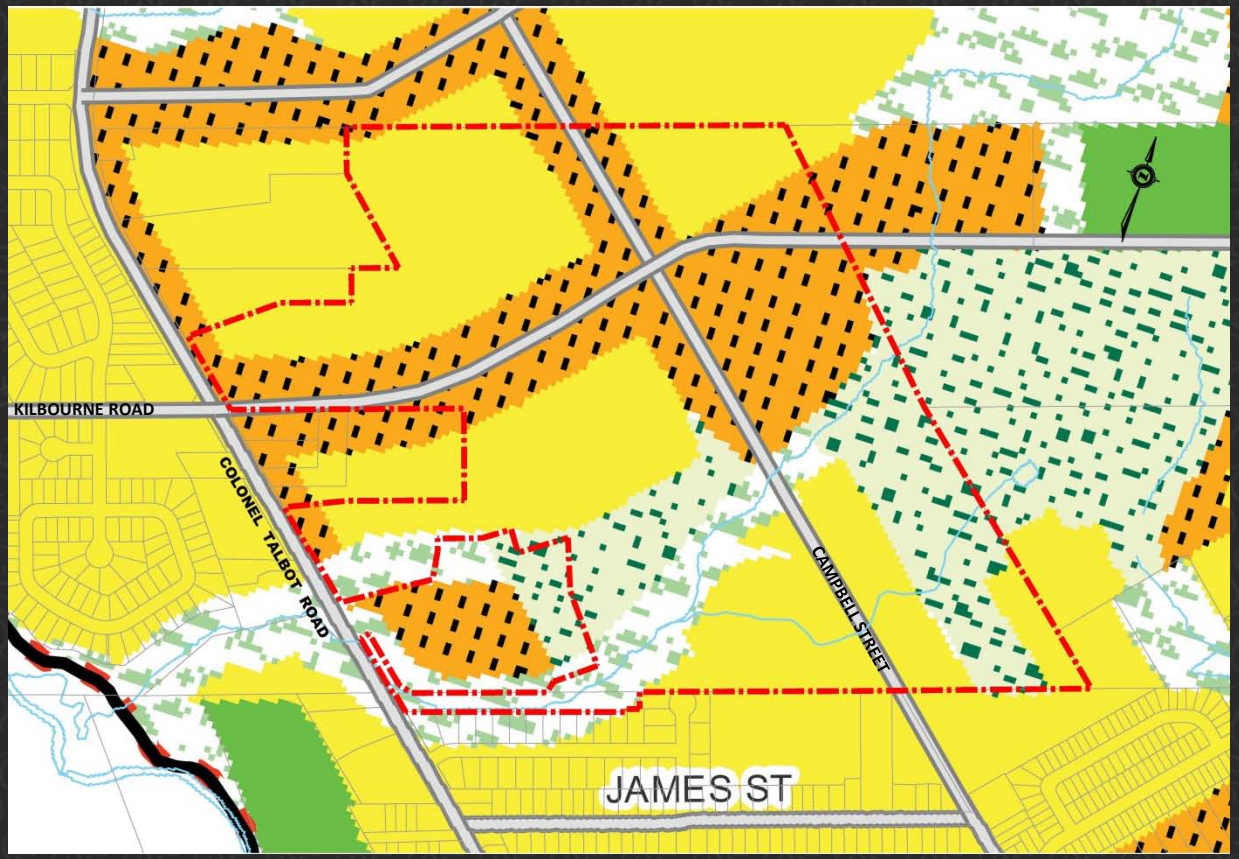
SOUTHWEST AREA PLAN – PROPOSED SCHEDULE A LAND USE AMENDMENTS

colonel talbot subdivision

Stantec

Auburn Developments INC.

- SWAP land use with Dec. 2012 submitted Draft Plan boundary



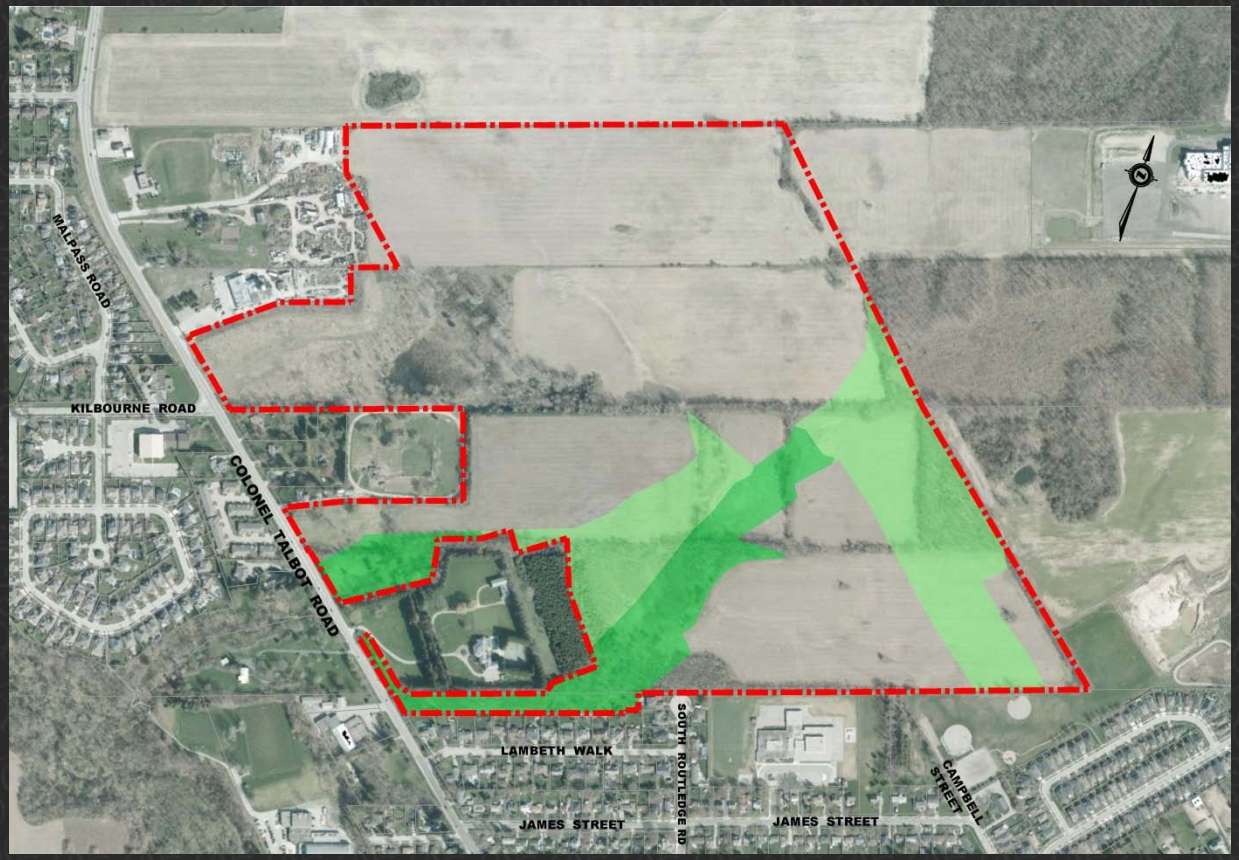
SOUTHWEST AREA PLAN – PROPOSED SCHEDULE A LAND USE AMENDMENTS

colonel talbot subdivision

Stantec

Auburn Developments INC.

- Open Space & Environmental Review conflicts



Legend:

Environmental Review – 10.29ha

Open Space – 6.29ha

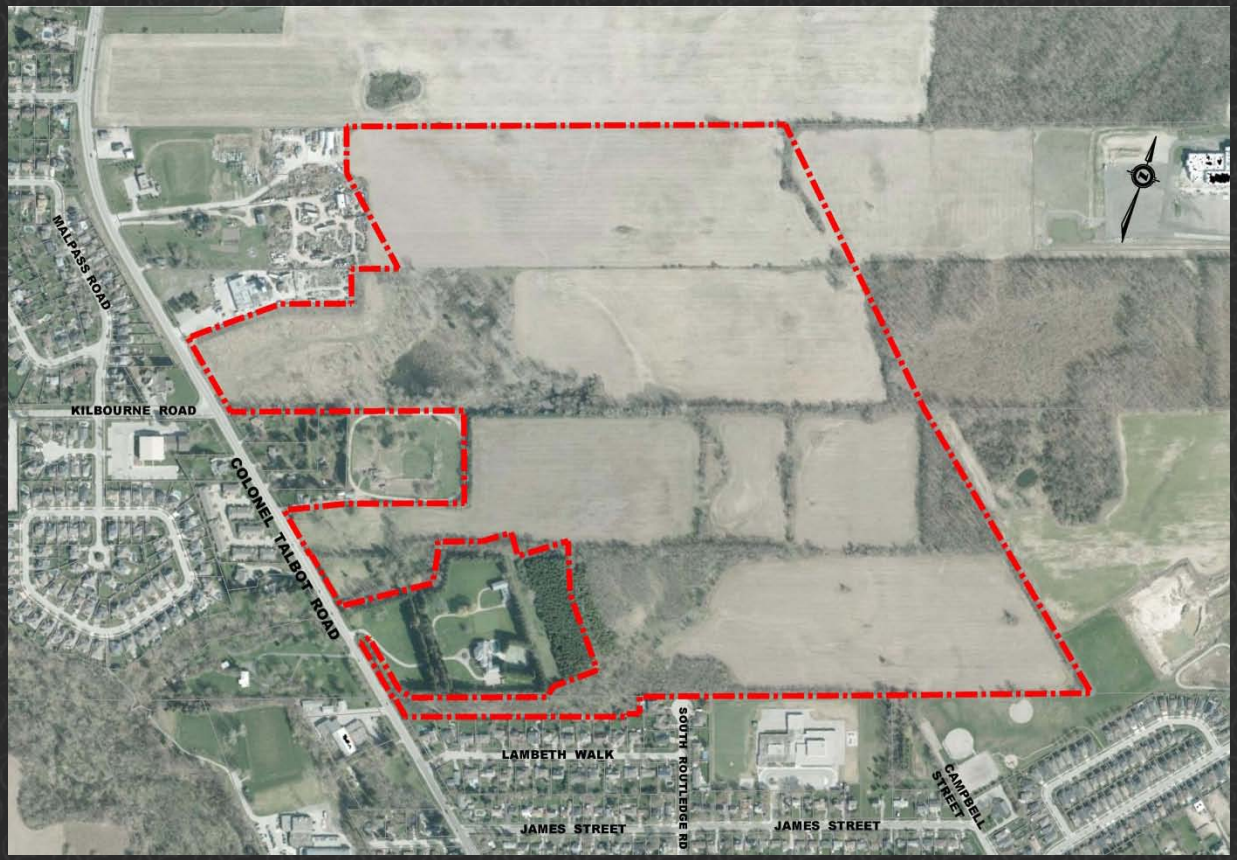
OPEN SPACE & ENVIRONMENTAL REVIEW CONFLICTS

colonel talbot subdivision

Stantec

Auburn Developments INC.

- Open Space & Environmental Review conflicts



OPEN SPACE & ENVIRONMENTAL REVIEW CONFLICTS

colonel talbot subdivision

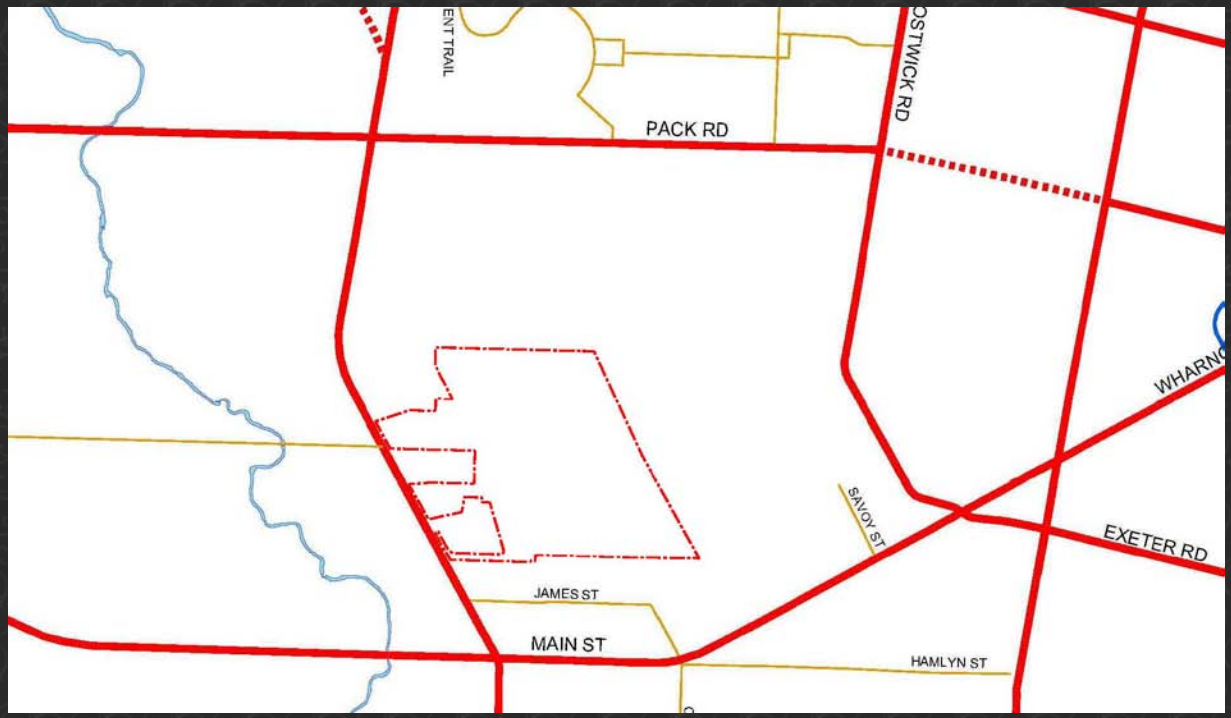
Stantec

Auburn Developments INC.

- Official Plan Schedule C Transportation Corridors

Road Type Legend:

- **Arterial**
- **Primary Collector**
- **Secondary Collector**
- **Area Study Boundary**



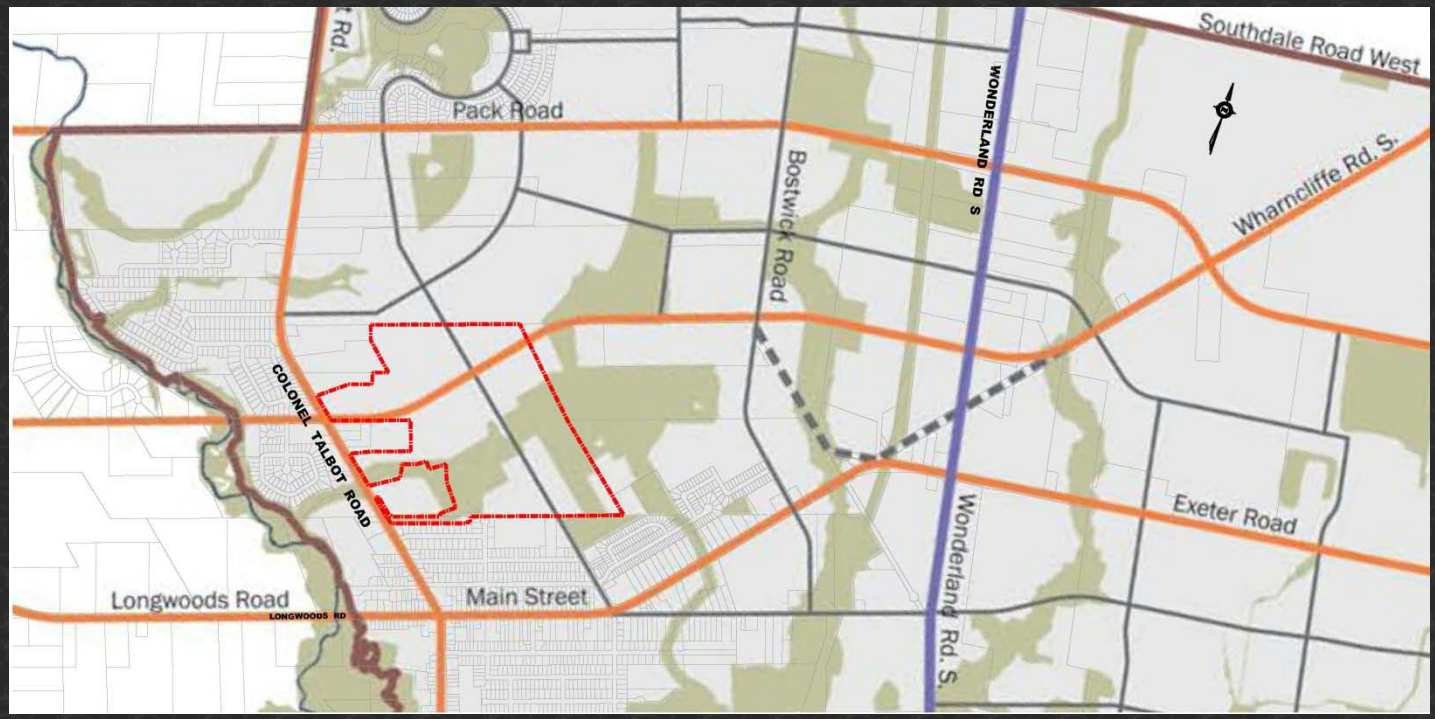
OFFICIAL PLAN – SCHEDULE C – TRANSPORTATION CORRIDORS

colonel talbot subdivision

Stantec

Auburn Developments INC.

- SWAP proposed Transportation network – May 2010



Road Type Legend:

Proposed Arterial Road

Proposed Secondary Road

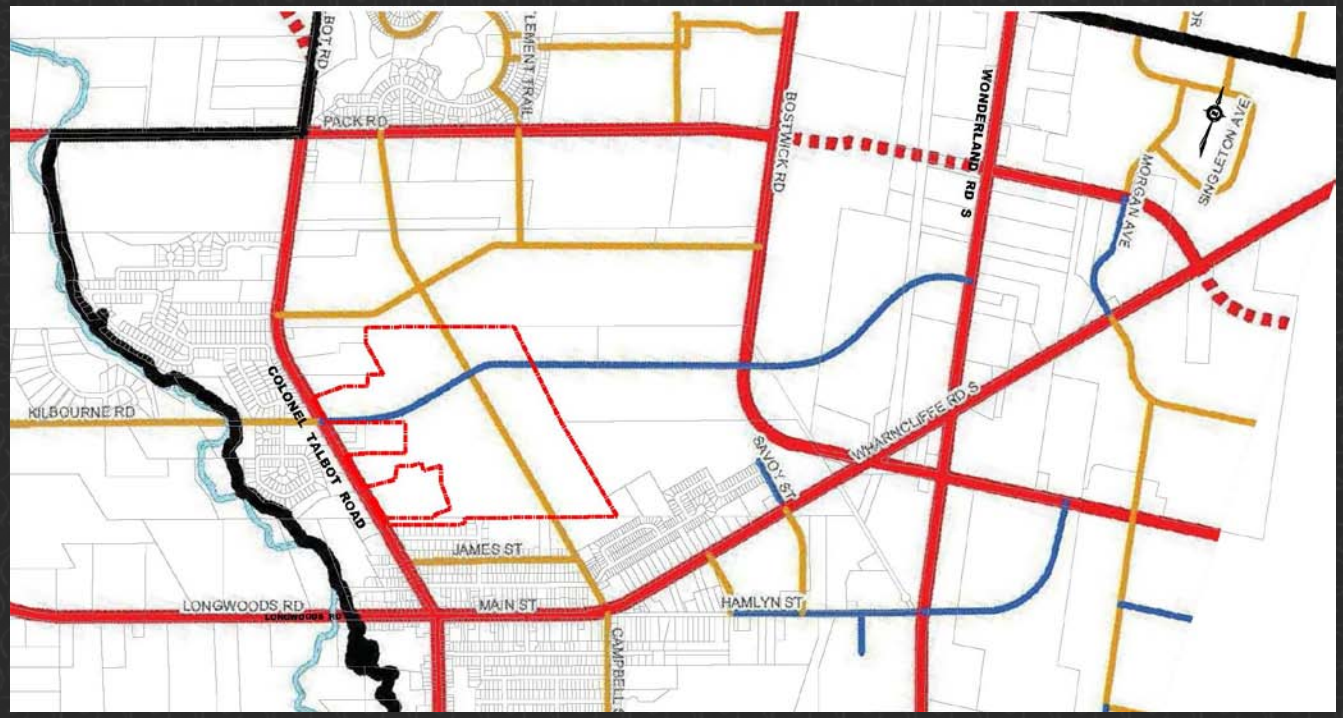
SOUTHWEST AREA PLAN – PROPOSED TRANSPORTATION NETWORK – MAY 2010

colonel talbot subdivision

Stantec

Auburn Developments INC.

- SWAP Proposed Schedule C amendments



Road Type Legend:

- Arterial
- Primary Collector
- Secondary Collector
- Area Study Boundary

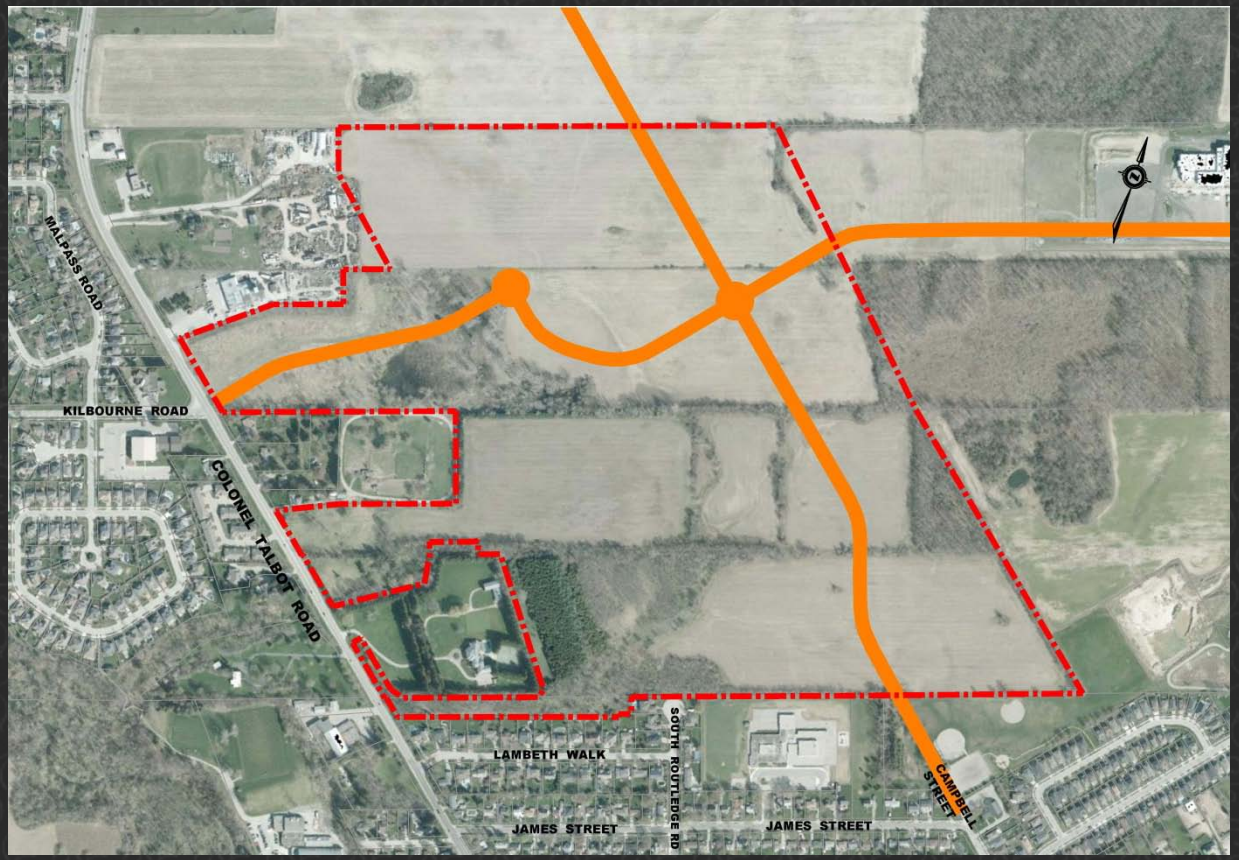
SOUTHWEST AREA PLAN – SCHEDULE C AMENDMENTS

colonel talbot subdivision

Stantec

Auburn Developments INC.

- Solutions to address land use and transportation issues
- Create logical Secondary Collector Road network



SOLUTIONS TO PLANNING ISSUES

colonel talbot subdivision

Stantec

Auburn Developments INC.

Stantec Consulting Ltd.
300 - 675 Cochrane Drive West Tower
Markham ON L3R 0B8
Tel: (905) 944-7777
Fax: (905) 474-9889

April 18, 2013
File: 161403213

Auburn Developments Inc.
560 Wellington Street
2nd Floor
London, ON N6A 3R4

Attention: **Mr. Stephen Stapleton**
Vice President

Dear Sir:

Reference: **East-West Collector Road Classification**
Colonel Talbot Subdivision
Transportation Review

We are pleased to submit our review of the functional classification issues pertaining to the main east-west collector roadway within the proposed Colonel Talbot subdivision.

INTRODUCTION

In the City of London's Southwest Area Plan proposed Schedule C Amendments road network, the easterly extension of Kilbourne Road is shown as a continuous Primary Collector roadway through the proposed Colonel Talbot Subdivision (the subdivision). It would continue further to the east and intersect first with Bostwick Road and second with Wonderland Road where it would terminate. This alignment and functional classification is contrary to the site plan prepared for the subdivision. The site plan shows a Secondary Collector roadway consisting of Street A from Colonel Talbot Road to a roundabout intersection with Street B and Street G, and Street G from the latter intersection to the east boundary of the subject lands. From the boundary, Street G would continue easterly to Bostwick Road and Wonderland Road as described above.

The purpose of this review is to examine the City's background documents and the proposed Auburn site plan, in order to provide an opinion on the appropriate functional classification for the main east-west road.

CITY REFERENCE DOCUMENTS

Several relevant background documents were reviewed with respect to the City's designation of the Kilbourne Road extension as a Primary Collector. The key information from each is summarized below.

City of London Official Plan (OP)

The functional classification of roadways is discussed in Section 18, Transportation of the OP, and specifically, the key differences between a Primary Collector and a Secondary Collector are as follows:

- May have a wider right-of-way, 20 to 26 m versus 18 to 21.5 m;
- May have two to four lanes versus maximum two lanes;

- Limited access versus full access;
- Limited truck routes versus no truck routes;
- Up to 15,000 AADT (average volume of daily traffic) versus up to 5,000 AADT; and
- Carries inter-neighbourhood traffic versus serving short distance trips between local and arterial streets.

There are also similarities between a Primary Collector and a Secondary Collector including the provision of sidewalks on one or both sides, the potential for wider curb lanes or bike lanes to accommodate cycling, and that they are both to intersect at-grade with arterial, collector, and local roads.

In summary, both types of collector road perform a similar function in the road network by collecting and distributing traffic from local streets and properties to the arterial network. A Primary Collector, however, is distinguished by the expectation that it will carry higher traffic volumes (including some trucks), will have some measure of access control, and will serve longer distance trips than a Secondary Collector.

In examining the system of Primary and Secondary Collector Roads within the existing built-up areas of the City, it is observed that a common characteristic of most of the Primary Collector roads is their central or mid-block location between parallel arterial roads. Therefore, it is clear that mid-block collectors are seen to perform a higher function in the hierarchy of the road network. It is also clear that access control on Primary Collectors is only partially evident in newer areas of the City as there are many of these roads with frequent driveway access (e.g. sections of Primary Collector with front-lotted low density residential land uses).

A typical example of a Primary Collector in close proximity to the Southwest Area Secondary Plan is Viscount Road, which runs mostly east-west in a mid-block location between the east-west arterials, Southdale Road and Commissioners Road. The adjacent land use includes a large retail-commercial node at its intersection with Southdale Road (Westmount Shopping Centre and retail-commercial plazas), several schools, an additional retail-commercial plaza to the east of Southdale Road, and a mix of residential housing (mostly single family detached). Viscount Road is primarily a two-lane road, except for a widened section along the frontage of the retail-commercial land uses, and has a high frequency of private driveway access.

Southwest London Area Plan, Transportation Servicing Report, May 5, 2010, Phase 5 Report (AECOM)

This report includes the forecasting and analysis as required to support the proposed transportation network intended to serve the southwest area including the subject subdivision. The City of London Transportation Model was used to estimate 2037 traffic conditions. Full build-out of the subject lands was considered in the model for an ultimate scenario, although it was acknowledged that the actual build-out could take over 50 years. The future road network incorporated in the model included freeways, arterials, and a fine-grained system of major and minor collectors. It is noted that these collectors were not specifically identified in the report figures as major or minor, or as Primary or Secondary.

The easterly extension of Kilbourne Road from Colonel Talbot Road to Wonderland Road was identified as a two lane roadway as were the other collector roads in the study area. For the lands bounded by Colonel Talbot Road to the west, Pack Road to the north, Wonderland Road to the east, and Main Street-Wharncliffe Road to the south (which contains the subject subdivision), Kilbourne Road is the only collector shown in the Draft Preferred Land Use Plan to be continuous between Colonel Talbot Road and either Bostwick Road or

SOLUTIONS TO PLANNING ISSUES

colonel talbot subdivision

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Auburn Developments INC.

Wonderland Road. The land use plan also shows medium density residential flanking most of this section of Kilbourne Road along with some lands for community shopping uses. ***The type of land use is consistent with the OP characteristics for a Primary Collector since it could be designed with fewer access points, and with the land use plan showing no other continuous collector roads between the arterials, this further indicates that the intention from the outset was to establish Kilbourne Road as the Primary Collector.*** We note that this street pattern differs from that shown in the City's more recent "Secondary Plan, Southwest Area Plan, November 2012" report. The land use figures in that report show a second east-west collector road (designated Secondary Collector) to the north of Kilbourne Road, and it is continuous between Colonel Talbot Road and Bostwick Road.

While the model traffic forecasts were not shown in the report, the AM peak hour volume to capacity (v/c) ratio was illustrated in ranges on figures to demonstrate how the arterial and collector road links would operate in 2037 with full build-out of the secondary plan area. Two sets of v/c ratios were shown, one assuming no change in the transit mode split of the secondary plan area (i.e. 1% transit mode share) and one with improved transit service (10% transit mode share). For either case, the Kilbourne Road extension as a two lane roadway (one lane in each direction) was shown to operate at less than 30% of capacity from Colonel Talbot Road to approximately mid-way to Bostwick Road, and from 60% to 90% of capacity from that point to Wonderland Road. The decreasing v/c ratios from east to west are indicative of the location of the secondary plan being on the western boundary of the urban area.

An additional analysis was also undertaken in this study to assess the potential narrowing of Main Street in Lambeth from Colonel Talbot Road to the future intersection with Bostwick Road as part of "place making considerations". The imposition of on-street parking or other physical constraints would be intended to improve the pedestrian environment of this commercial area, and would effectively narrow the roadway from four to two lanes (notwithstanding, four lanes is shown in the same report in the figure labeled, "2037 Lane Requirements"). As part of this additional scenario, it was noted that the new collector along Kilbourne Road would act as a bypass for those wishing to avoid the constrained commercial area along Main Street. AECOM concluded that the slowing or calming of traffic along Main Street due to the narrowing will not have a significant effect on network traffic flow conditions. There were no model forecasts or v/c results presented for this scenario.

It is clear that the purpose of this additional analysis was to examine the trade-offs between reducing the capacity of an arterial road to enhance the commercial environment for pedestrian movement and accommodating the diverted traffic on a collector road within a residential area. ***This also underscores the initial premise of Kilbourne Road as a Primary Collector since it could be designed to carry higher traffic volumes, including some longer distance, "inter-neighbourhood" trips.***

In summary, the analysis undertaken in the Transportation Servicing Report was primarily based on the Draft Preferred Land Use Plan in which the functional classification of the extension of Kilbourne Road can reasonably be concluded to be Primary Collector. This is evidenced by its land use characteristics, its relative continuity within the subdivision compared to the other collector roads, and its mid-block location. The traffic forecasting shows that regardless of the functional classification, the future traffic volumes would be accommodated well within the capacity of a two lane road. As described previously, Primary Collector roads may have up to four lanes, but it is clear from the low volume to capacity ratios under full build-out conditions, that two lanes would be sufficient. It can be reasoned from the results of the AM peak hour analysis (low v/c ratios) that the daily traffic volumes would likely be less than the 5,000 vehicle per day threshold for a Secondary Collector, and therefore, relatively low for a Primary Collector. Further, since the traffic forecasts were developed within the Southwest London Area Plan for an ultimate condition and the study area is at the

west end of the urban area, it can also be reasoned that there is very limited potential for additional traffic growth beyond these forecasts.

Secondary Plan, Southwest Area Plan, November 2012

The intent of the Secondary Plan document is to provide the additional detail required to serve as the basis for reviewing planning applications for proposed subdivision development. As in the Southwest London Area Plan, the land use plan for the "Lambeth Residential Neighbourhood" shows a swath of medium density residential development along the extension of Kilbourne Road. And in Appendix 1, Official Plan Extracts, a transportation schedule (map) is provided that identifies the extension of Kilbourne Road from Colonel Talbot Road to Wonderland Road as a Primary Collector. It also shows a Secondary Collector to the north of Kilbourne Road and running between Colonel Talbot Road and Bostwick Road. As noted previously, this is a different than what is shown in the Draft Preferred Land Use Plan provided in the Southwest London Area Plan, Transportation Servicing Report, where the other east-west collector roads are discontinuous.

It is stated in the Secondary Plan that the primary transit routes would be provided on the arterial roads, but it is also noted that the provision of transit routes would be along the "higher order roads" serving the area. This is understood to mean that transit routes could also run along either the Primary or Secondary Collector roads, which appears to be necessary to facilitate providing a transit route within the desired service standard of 400 m of most residences. Therefore, while details of transit routing are not presented in the background studies, it would be reasonable to assume that a transit route would run along Kilbourne Road at some point in the future.

In summary, the Secondary Plan echoes the Southwest Area Plan in designating the extension of Kilbourne Road as a Primary Collector within the study area.

AUBURN SUBDIVISION PLAN

The current subdivision plan being proposed by Auburn differs from the City land use plans in that the future east-west collector (i.e. extension of Kilbourne Road) would consist of two road segments (Street A and Street G) connected by a roundabout and the land use along these roads would comprise a mix of low and medium density residential. In a previous study conducted by Stantec for an earlier version of the subdivision plan that included approximately 1,100 residential units (approximately 700 low density and 400 medium density), the estimated range of daily traffic volumes on the collector road network with site traffic alone was 1,500 to 3,500 vehicles per day. Given the location of the subdivision at the west end of the urban area of London, and that there are several alternative east-west roads serving the study area, it is reasoned that the amount of non-local through traffic that may also use the Street A-Street G collector would be very low. Therefore, the ultimate daily traffic volume would be expected to be less than the Secondary Collector threshold of 5,000 vehicles per day.

With the road alignment, adjacent land use, and order-of-magnitude daily traffic volumes discussed above, each of Street A and Street G would be properly classified as Secondary Collector roadways.

CONCLUSIONS AND RECOMMENDATIONS

The conclusions of the transportation review are as follows:

SOLUTIONS TO PLANNING ISSUES

colonel talbot subdivision

Stantec

Auburn Developments INC.

Stantec

April 18, 2013
East-West Collector Road Classification
Colonel Talbot Subdivision

- The functional classification of the easterly extension of Kilbourne Road as a Primary Collector as shown in the City's background reference documents appears to have been based on a combination of its mid-block location, the medium density land use designation along most of its length, and that it would provide a continuous route between Colonel Talbot Road and Wonderland Road. The latter attribute was also considered to facilitate a potential reduction of the capacity of Main Street (to promote pedestrian orientated place making) by providing an alternative for traffic that may divert from the arterial corridor;

- The transportation forecasting and analysis contained in the Southwest London Area Plan, Transportation Servicing Report does not explicitly support the Primary Collector designation of the easterly extension of Kilbourne Road. It is clear from the forecasts (as represented by low volume to capacity ratios) that a two-lane road is sufficient to accommodate the forecasted traffic, and also that the east-west traffic volumes decrease at the west end of the study area since this is effectively the boundary of the urban area. The required traffic carrying capacity of this road, within the context of the Transportation Servicing Report, can be concluded to be satisfied by a Secondary Collector functional classification; and

- The proposed changes to the land use along the east-west corridor as envisioned in the Auburn Subdivision Plan, and the order-of-magnitude of previous traffic forecasts prepared for the potential development, are consistent with a Secondary Collector functional classification. The discontinuity in the east-west collector road with the Street A and Street G segments does not diminish the function of this route given that it is expected to be a relatively low volume roadway, and the proposed roundabout at their intersection would facilitate relatively free flowing traffic. Similarly, it does not diminish the potential for these roads to accommodate a transit route.

The recommendation of the review is that the City gives consideration to adopting a Secondary Collector functional classification for the extension of Kilbourne Road, which would recognize its future operation as a relatively low volume collector roadway at the limits of the urban area and would provide greater flexibility for both road alignment and land use decisions.

If you have any questions or comments, please contact the undersigned.

Sincerely,

STANTEC CONSULTING LTD.

Garry Pappin, BES, LEL
Senior Project Manager, Transportation
Tel: (905) 944-4814
garry.pappin@stantec.com

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SOLUTIONS TO PLANNING ISSUES

colonel talbot subdivision

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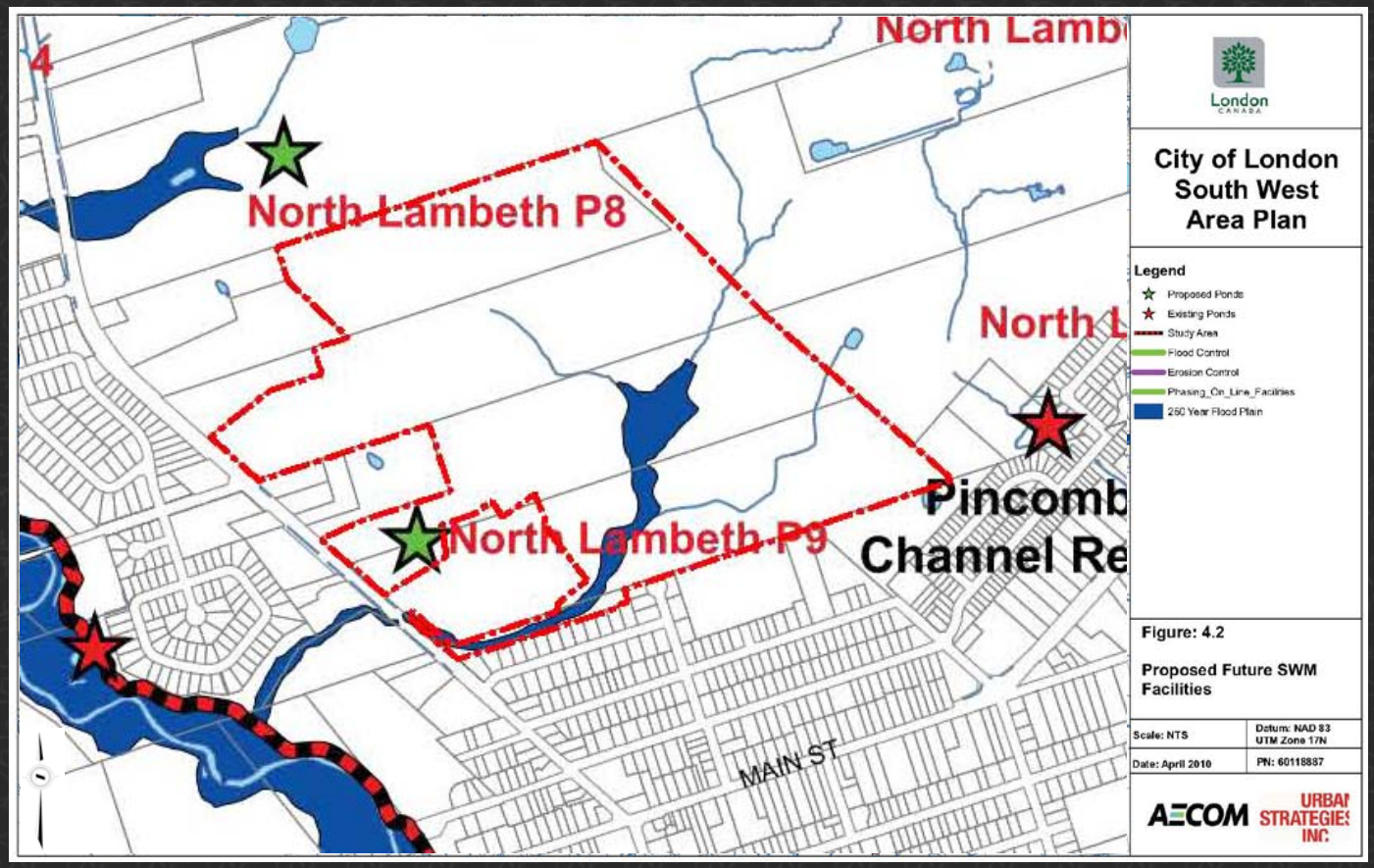
Auburn Developments INC.

- Proposed Future SWM Facilities



PLANNED SWM INFRASTRUCTURE

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- Proposed SWM location

STORM WATER MANAGEMENT – OPTION 1

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- Alternative SWM location

STORM WATER MANAGEMENT – OPTION 2

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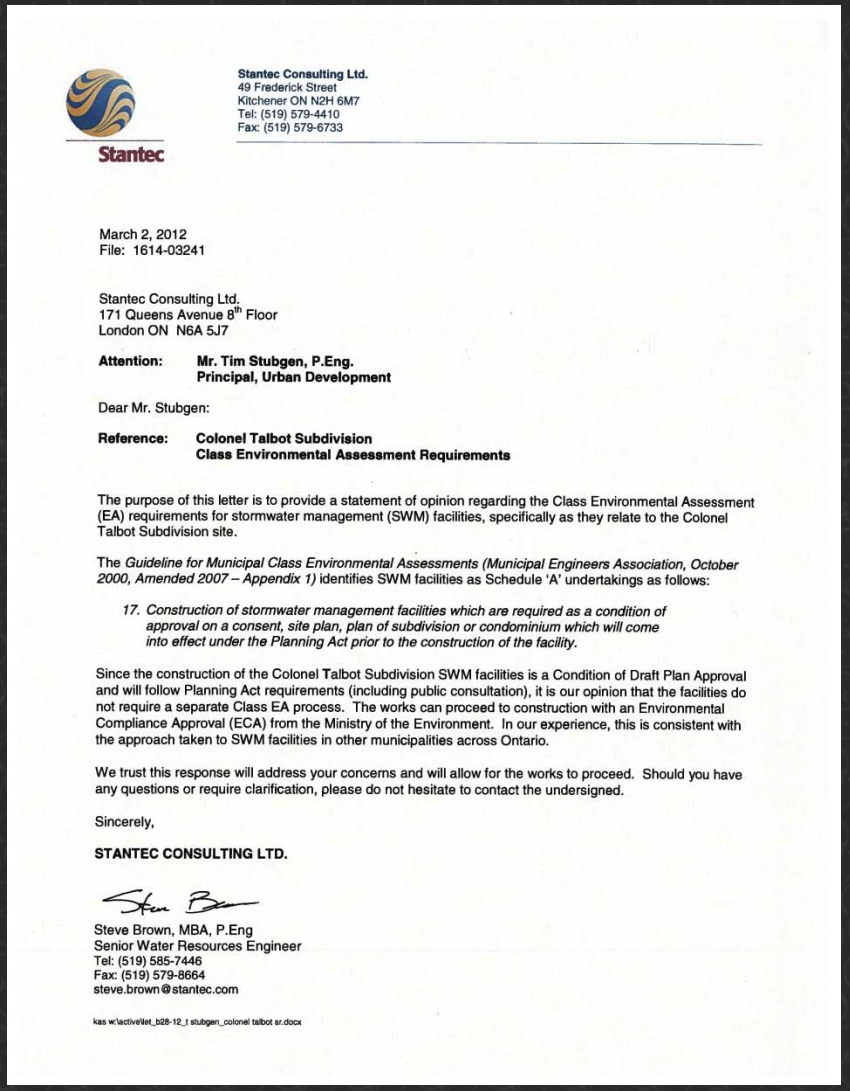
- Class Environment Assessment not required.



Stantec Consulting Ltd.
49 Frederick Street
Kitchener ON N2H 6M7
Tel: (519) 579-4410
Fax: (519) 579-6733

Stantec

March 2, 2012
File: 1614-03241

Stantec Consulting Ltd.
171 Queens Avenue 8th Floor
London ON N6A 5J7

Attention: **Mr. Tim Stubgen, P.Eng.**
Principal, Urban Development

Dear Mr. Stubgen:

Reference: **Colonel Talbot Subdivision**
Class Environmental Assessment Requirements

The purpose of this letter is to provide a statement of opinion regarding the Class Environmental Assessment (EA) requirements for stormwater management (SWM) facilities, specifically as they relate to the Colonel Talbot Subdivision site.

The *Guideline for Municipal Class Environmental Assessments (Municipal Engineers Association, October 2000, Amended 2007 – Appendix 1)* identifies SWM facilities as Schedule 'A' undertakings as follows:

17. *Construction of stormwater management facilities which are required as a condition of approval on a consent, site plan, plan of subdivision or condominium which will come into effect under the Planning Act prior to the construction of the facility.*

Since the construction of the Colonel Talbot Subdivision SWM facilities is a Condition of Draft Plan Approval and will follow Planning Act requirements (including public consultation), it is our opinion that the facilities do not require a separate Class EA process. The works can proceed to construction with an Environmental Compliance Approval (ECA) from the Ministry of the Environment. In our experience, this is consistent with the approach taken to SWM facilities in other municipalities across Ontario.

We trust this response will address your concerns and will allow for the works to proceed. Should you have any questions or require clarification, please do not hesitate to contact the undersigned.

Sincerely,

STANTEC CONSULTING LTD.

Steve Brown, MBA, P.Eng
Senior Water Resources Engineer
Tel: (519) 585-7446
Fax: (519) 579-8664
steve.brown@stantec.com

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CLASS ENVIRONMENT ASSESSMENT

colonel talbot subdivision

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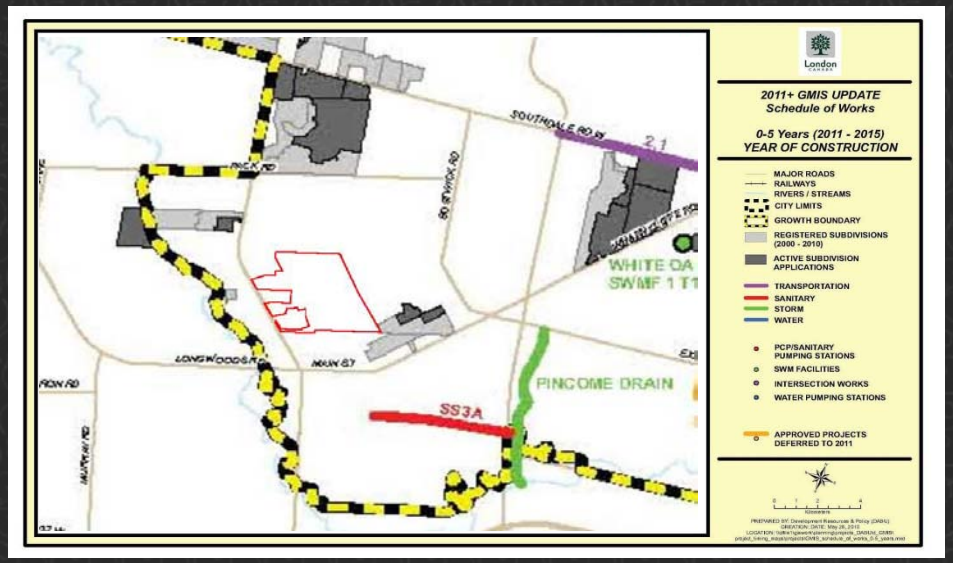
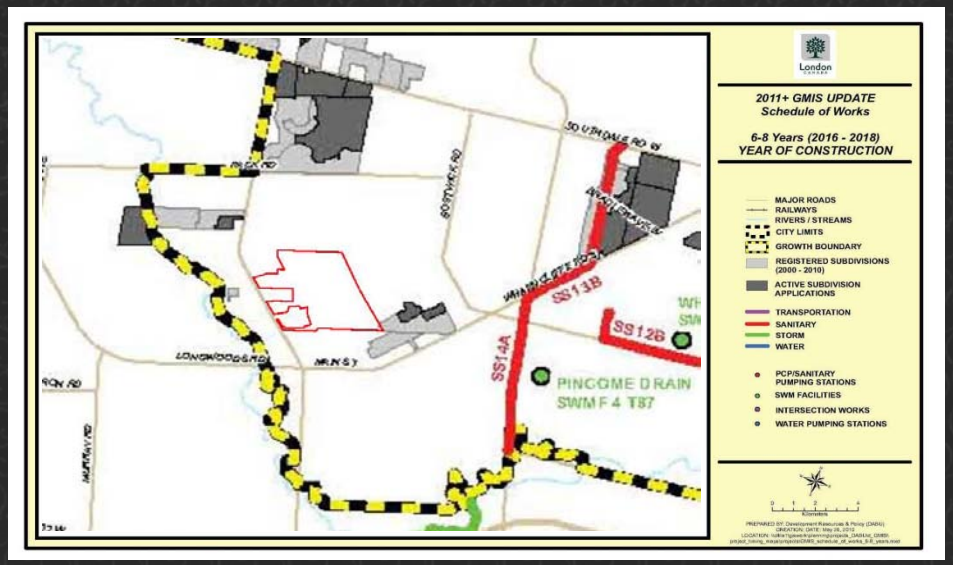
- 0-5 Years (2011-2015) and
- 6-8 Years (2016-2018)





2011+ GMIS UPDATE – SCHEDULE OF WORKS

colonel talbot subdivision

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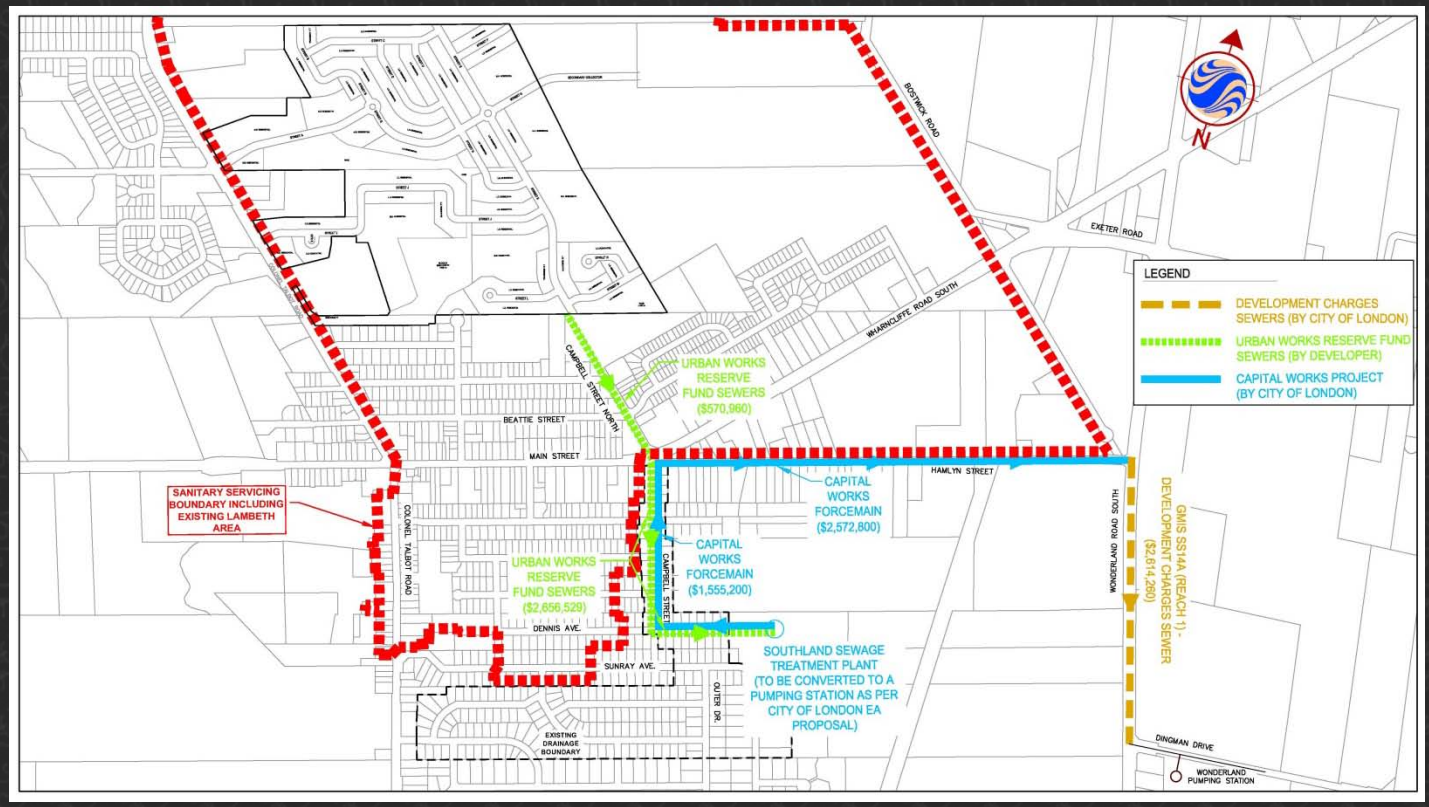
SWM

- GMIS sewers



SWAP APPROVED SANITARY SERVICING STRATEGY

colonel talbot subdivision

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- Solutions to address land use and transportation issues

SOLUTIONS TO PLANNING ISSUES

colonel talbot subdivision

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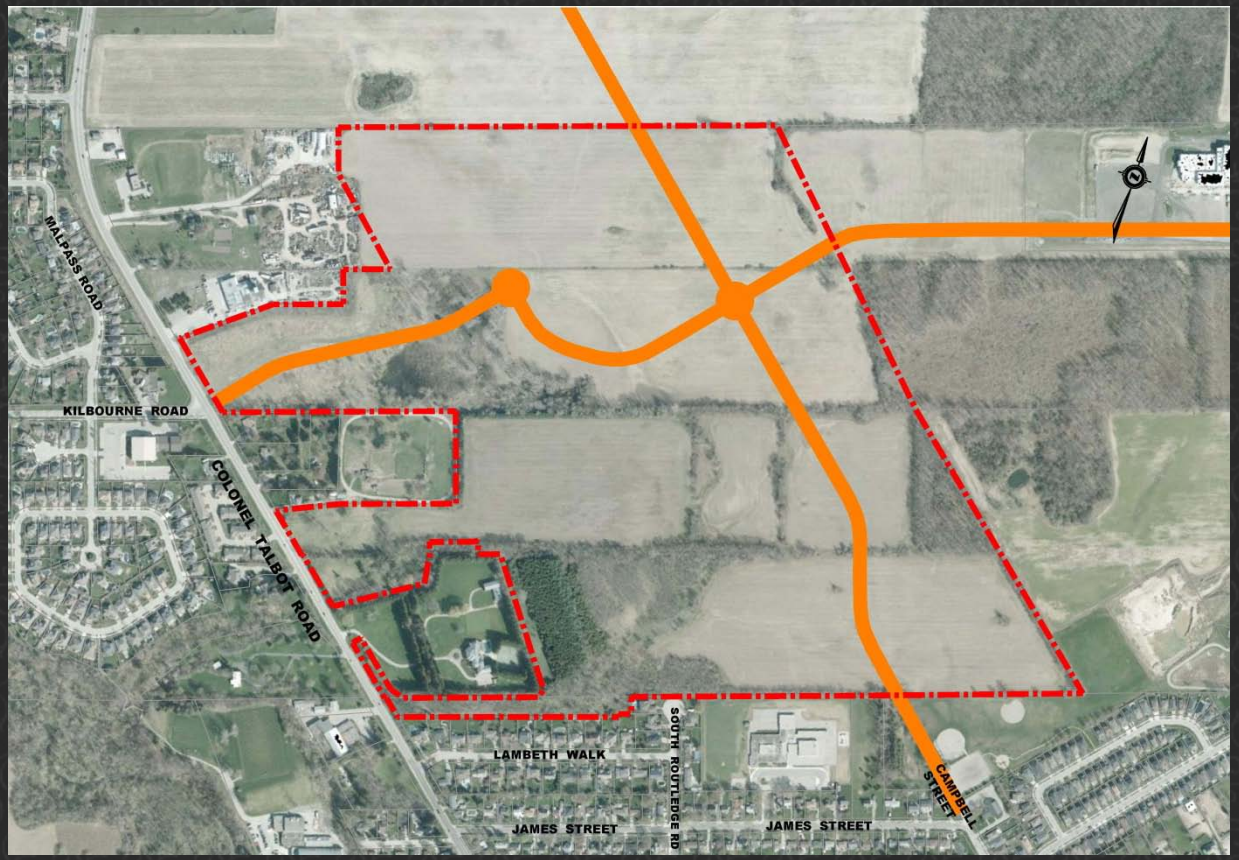
TRANSPORTATION

- Solutions to address land use and transportation issues
- Create logical Secondary Collector Road network



SOLUTIONS TO PLANNING ISSUES

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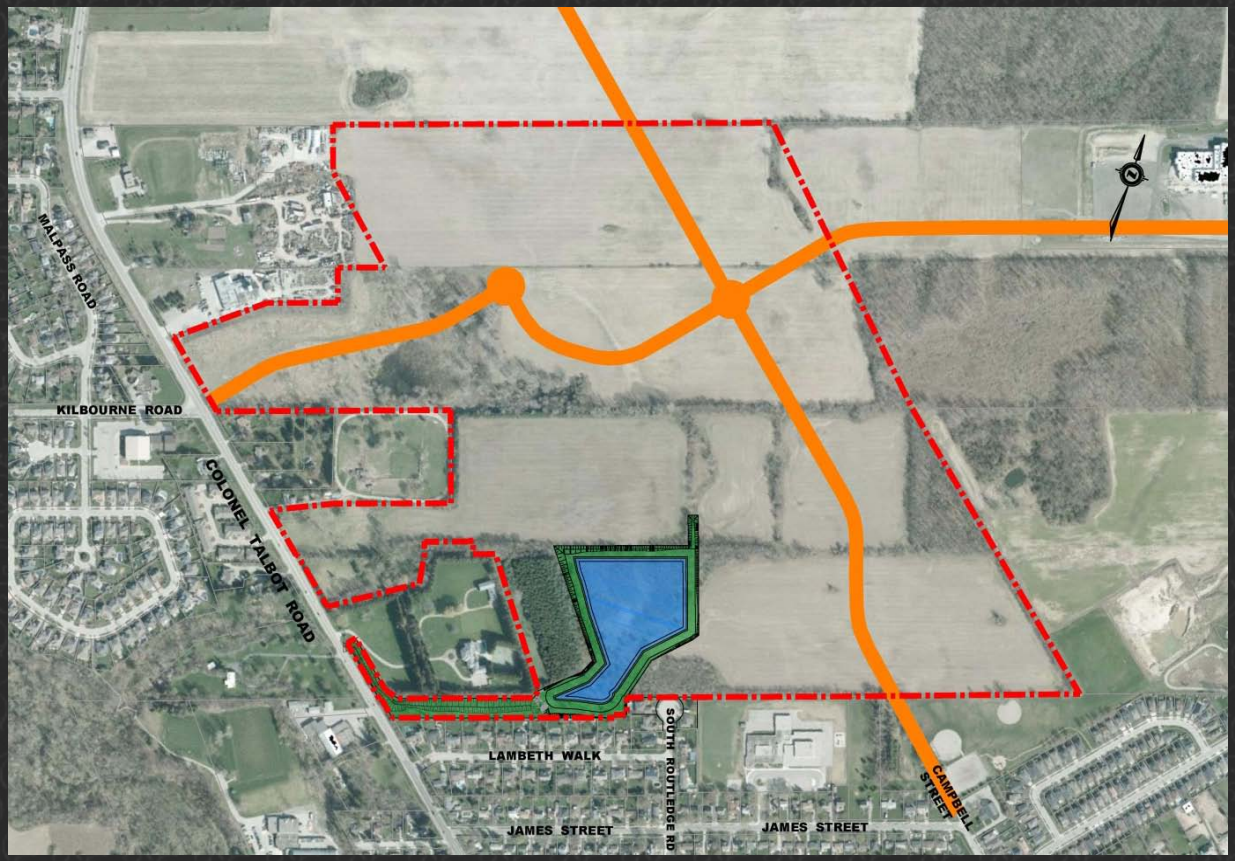
SWM

- Solutions to address land use and transportation issues
- Create logical Secondary Collector Road network
- Revised SWM Facility limits



SOLUTIONS TO PLANNING ISSUES

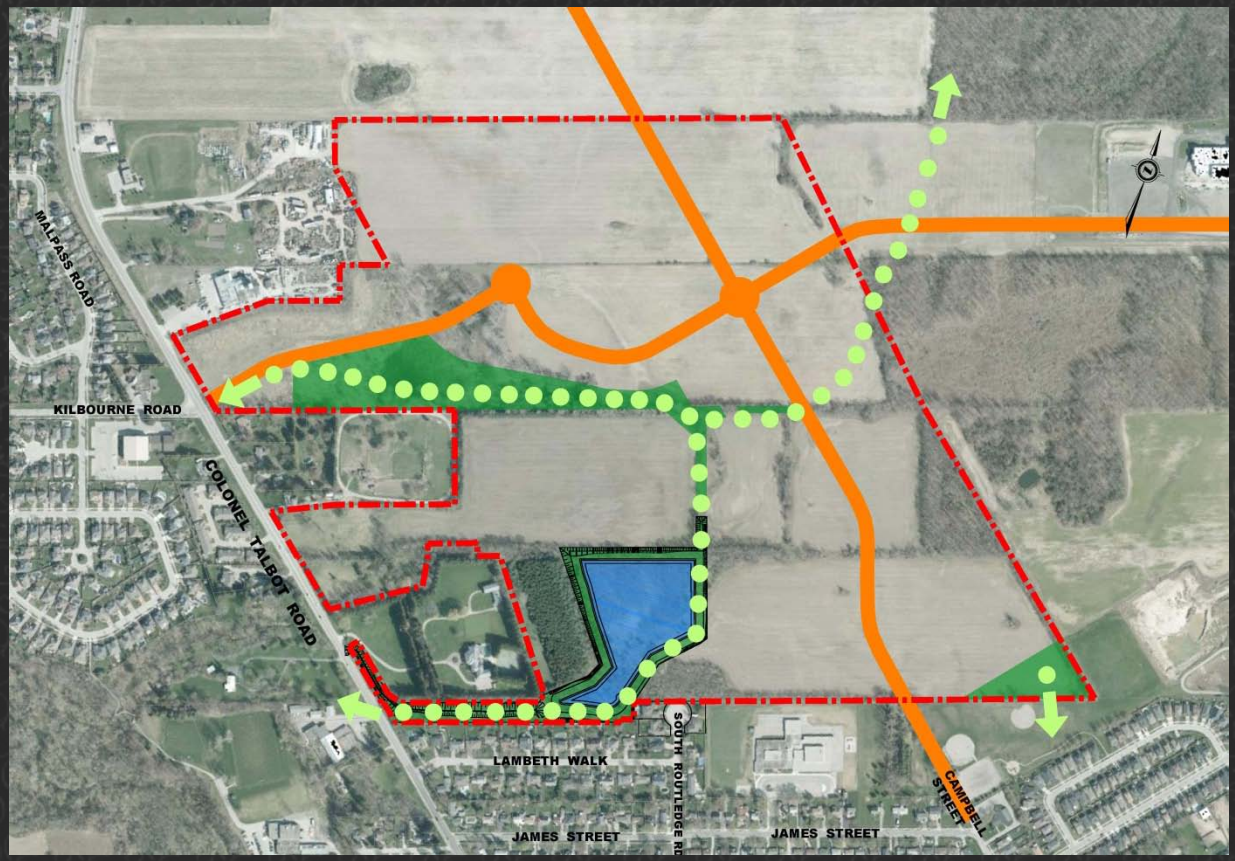
colonel talbot subdivision

Stantec

Auburn Developments INC.

GREEN LINKAGES

- Solutions to address land use and transportation issues
- Create logical Secondary Collector Road network
- Revised SWM Facility limits
- Parkland & SWM facility providing green linkages
  Park – 4.612 ha / 7.1%
  SWM – 4.609 ha / 7.1%



SOLUTIONS TO PLANNING ISSUES

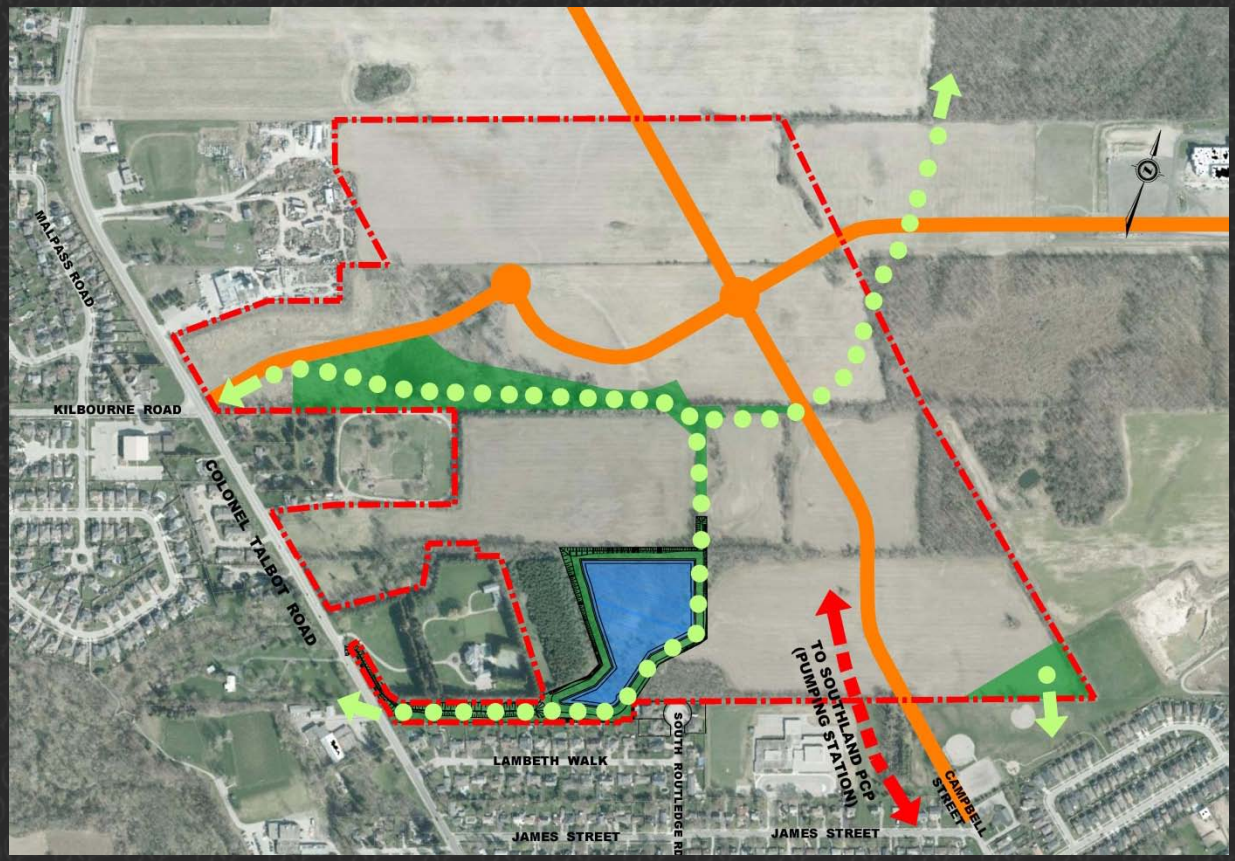
colonel talbot subdivision

Stantec

Auburn Developments INC.

SANITARY

- Solutions to address land use and transportation issues
- Create logical Secondary Collector Road network
- Revised SWM Facility limits
- Parkland & SWM facility providing green linkages
  Park – 4.612 ha / 7.1%
  SWM – 4.609 ha / 7.1%



SOLUTIONS TO PLANNING ISSUES

colonel talbot subdivision

Stantec

Auburn Developments INC.

questions/discussion

Stantec

Auburn Developments INC.