

PDP 24-24

Attachment #8
Agency & Stakeholder Detailed Comments

Attachment #8
Agency Comments
File No. DEV-17-21 (SW-2021-06)

Conseil Scolaire Viamonde

The Conseil Scolaire Viamonde has no comment regarding Draft Plan of Subdivision and Zoning By-law Amendment.

Durham Catholic District School Board

The Durham Catholic District School Board has no objections to the proposed development regarding Draft Plan of Subdivision and Zoning By-law Amendment. This development is located within the boundary of St. Bernard C.S. located at 1000 Dryden Boulevard.

Durham District School Board

Staff has reviewed the information on the above noted revised application and have the following comments:

1. Approximately 252 elementary students could be generated by the development proposed in the above noted application.
2. It is intended that any students generated by the development proposed in the above noted application be accommodated at an existing school facility.
3. That the Owner agrees to post the standard Durham District School Board approved "Notice to Parents" in all sales representation centres, or provide through the purchase process.
4. Under the mandate of the Durham District School Board, staff have no objections.

Canada Post

Canada Post has no objections for the proposed development.

Canada Post will provide mail delivery service to this development through Community Mailboxes and centralized mailroom (if applicable).

Residential Units: Will be serviced through Community Mailbox. The location of these sites is to be determined between my department (Canada Post Delivery Planning) and the Developers appointed Architect and/or Engineering firm. Given an anticipated 702 units in the subdivision, we have estimated 16 sites are required.

Mixed Use: If the buildings in this project consist of more than two adjoining units, sharing a common indoor entrance, the developer/owner must supply, install and maintain a centralized mail room facility to Canada Post's specifications. Buildings that do not have a shared common indoor entrance will require an external community mailbox location. The location of these sites is to be determined between my department (Canada Post Delivery Planning) and the Developers appointed Architect and/or Engineering firm.

Buildings with more than 99 self-contained units, require mandatory rear loading lockboxes.

Please see attached linked for delivery standards:

http://www.canadapost.ca/cpo/mr/assets/pdf/business/standardsmanual_en.pdf

Municipal requirements:

1. Please update our office if the project description changes so that we may determine the impact (if any).
2. Should this subdivision application be approved, please provide notification of the new civic addresses as soon as possible.

Developer timeline, obligations and installation:

1. Please provide Canada Post with the excavation date for the first foundation/first phase as well as the date development work is scheduled to begin.
2. If applicable please ensure that any street facing installs have a depressed curb or curb cut. Contact Canada Post Corporation – Delivery Planning for further details.
3. If applicable please ensure that any condominiums apartments with more than 100 units, incorporates a mailroom with rear loading lock box assemblies (mailboxes).

4. Finally, please provide the expected first occupancy date and ensure the future site is accessible to Canada Post 24 hours a day.
5. It is recommended that the owners contact Canada Post as completion draws near so as to finalize the location and compartment they will be assigned to.

Bell Canada

We have reviewed the circulation regarding the above noted application. The following paragraphs are to be included as a condition of approval:

“The Owner acknowledges and agrees to convey any easement(s) as deemed necessary by Bell Canada to service this new development. The Owner further agrees and acknowledges to convey such easements at no cost to Bell Canada.

The Owner agrees that should any conflict arise with existing Bell Canada facilities where a current and valid easement exists within the subject area, the Owner shall be responsible for the relocation of any such facilities or easements at their own cost.”

The Owner is advised to contact Bell Canada at planninganddevelopment@bell.ca during the detailed utility design stage to confirm the provision of communication/telecommunication infrastructure needed to service the development.

It shall be noted that it is the responsibility of the Owner to provide entrance/service duct(s) from Bell Canada’s existing network infrastructure to service this development. In the event that no such network infrastructure exists, in accordance with the Bell Canada Act, the Owner may be required to pay for the extension of such network infrastructure.

If the Owner elects not to pay for the above noted connection, Bell Canada may decide not to provide service to this development. To ensure that we are able to continue to actively participate in the planning process and provide detailed provisioning comments, we note that we would be pleased to receive circulations on all applications received by the Municipality and/or recirculations.

Please note that WSP operates Bell’s development tracking system, which includes the intake of municipal circulations. WSP is mandated to notify Bell when a municipal request for comments or for information, such as a request for clearance, has been received. All responses to these municipal circulations are generated by Bell, but submitted by WSP on Bell’s behalf. WSP is not responsible for Bell’s responses and for any of the content herein.

Rogers Communications Canada Inc.

Rogers Communications Canada Inc. ("**Rogers**") has reviewed the application for the above Subdivision and has determined that it intends to offer its communications services to residents of the Subdivision. Accordingly, we request that municipal approval for the Subdivision be granted subject to the following conditions:

1. The Owner shall agree in the Subdivision Agreement to (a) permit all CRTC-licensed telecommunications companies intending to serve the Subdivision (the "**Communications Service Providers**") to install their facilities within the Subdivision, and (b) provide joint trenches for such purpose.
2. The Owner shall agree in the Subdivision Agreement to grant, at its own cost, all easements required by the Communications Service Providers to serve the Subdivision, and will cause the registration of all such easements on title to the property.
3. The Owner shall agree in the Subdivision Agreement to coordinate construction activities with the Communications Service Providers and other utilities, and prepare an overall composite utility plan that shows the locations of all utility infrastructure for the Subdivision, as well as the timing and phasing of installation.
4. The Owner shall agree in the Subdivision Agreement that, if the Owner requires any existing Rogers facilities to be relocated, the Owner shall be responsible for the relocation of such facilities and provide where applicable, an easement to Rogers to accommodate the relocated facilities.

In addition, we kindly request to, where possible, receive copies of the following documents:

1. the comments received from any of the Communications Service Providers during circulation;
2. the proposed conditions of draft approval as prepared by municipal planners prior to their consideration by Council or any of its committees; and
3. the municipal planners' report recommending draft approval before it goes to Council or any of its committees.

Central Lake Ontario Conservation Authority

Zoning By-law Amendment (Z-11-21)

CLOCA staff recommend that all blocks containing hazard lands, associated features, and their development setbacks be zoned Natural Heritage System and/or Hazards

Land as per Zoning By-law Amendment no. 7959 to Zoning By-law 1784 or the equivalent. No lot lines or associated development should occur within these lands.

Draft Plan of Subdivision (SW-2021-06)

CLOCA staff recommend that any approval of the proposed plan of subdivision be subject to the following conditions of draft plan approval on behalf of the Central Lake Ontario Conservation Authority:

1. That prior to any on-site grading, construction or final approval of the plan, the Subdivider shall submit to and obtain approval from Central Lake Ontario Conservation Authority for reports and plans describing the following:
 - a. The intended means of conveying stormwater from the site, consisting of stormwater techniques which are appropriate and in accordance with provincial guidelines as well as in conformity with the recommendations found within the Lynde Creek Master Drainage Plan and Brooklin Secondary Plan Sub-Area Study 5. The Subdivider agrees that the draft plan of subdivision will be subject to red-line revisions for any necessary changes to meet the appropriate stormwater management criteria.
 - a) The intended means to maintain appropriate water balance for the subject lands and to the adjacent hydrologic features (eg. wetlands, headwaters, watercourses) as part of this development.
 - b) The intended means to mitigate and compensate for any negative impacts to features regulated through Ontario Regulation 41/24 of the *Conservation Authorities Act*.
 - c) The intended means to design, install, access, maintain and monitor any proposed Low Impact Development (LID) measures as part of this development.
 - d) The intended means whereby erosion and sedimentation and their effects will be minimized on the site during and after construction, in accordance with provincial guidelines. The report must outline all actions to be taken to prevent an increase in the concentration of suspended solids in any water body because of on-site, or other related works.
2. No site alteration, sale of lots, or building permits shall be issued for Lots 1-13, Block 275, Block 276, and/or any other development requiring access by Street K from either St. Thomas Street or the future Mid-Block Arterial Road, until the following items have been addressed to the satisfaction of the Central Lake Ontario Conservation Authority. If the following conditions cannot be addressed, the draft plan of subdivision may require refinement:
 - a) Completion and implementation of detailed design of the Mid-Block Arterial Road adjacent to this development, including the reconfiguration of the intersections of St. Thomas Street and Anderson Road;

- b) Completion and implementation of the detailed design of all necessary watercourse crossings north of this development associated with the reconfiguration of St. Thomas Street and Anderson Road and construction of the Mid-Block Arterial Road;
 - c) Completion of a floodplain analysis that demonstrates that (1) all development blocks are a minimum 0.3 m above the regulatory floodplain elevation, and (2) safe access and egress can be provided to all development blocks via Street K and the Mid-Block Arterial Road; and,
 - d) Provision of an As-Built Survey stamped by a qualified engineer that verifies that all grading within and adjacent to the regulatory floodplain has been completed as designed to fulfill the above-noted design requirements.
3. The Subdivider shall agree to complete a Trail Impact Study and design for any off-road trails and associated watercourse crossings proposed within the vicinity of natural hazards and/or features regulated through the *Conservation Authorities Act* to the satisfaction of the Town and Central Lake Ontario Conservation Authority. All off-road trail locations and their impacts must demonstrate that they will not create any new hazards or aggravate existing hazard lands.
 4. That the Subdivider shall agree within the Subdivision Agreement to erect a permanent fence between the boundary of any Natural Hazard Blocks and any residential lands, to prevent any direct entry of landowners/occupants from private lands onto these lands. Any associated development agreement shall include provisions to prohibit private gates being installed through this fence.
 5. That the Subdivider shall agree to dedicate all Blocks containing Natural Hazard Land to an appropriate public body.
 6. The Subdivider shall obtain all necessary permits from Central Lake Ontario Conservation Authority required through Ontario Regulation 41/24, or any successor regulations made under the *Conservation Authorities Act*.
 7. The Subdivider shall satisfy all financial requirements of the Central Lake Ontario Conservation Authority. This shall include Application Processing Fees and Technical Review Fees owing as per the approved Authority Fee Schedule.
 8. The subdivision agreement between the Subdivider and the Town of Whitby shall contain, among other matters, the following provisions: a. The Subdivider agrees to carry out the works referred to in Condition 1 to the satisfaction of the Central Lake Ontario Conservation Authority.
 9. The Subdivider agrees to maintain all stormwater management and erosion and sedimentation control measures operating and in good repair during the construction period, in a manner satisfactory to the Central Lake Ontario Conservation Authority.

10. The Subdivider agrees to advise the Central Lake Ontario Conservation Authority 48 hours prior to commencement of grading or the initiation of any on-site works.

CLOCA natural Heritage staff have reviewed the submission, along with previous submissions, and have the following comments. These comments may be addressed as part of the future detailed design for the proposed development.

Based on the additional information provided in the form of the written comment and the attached field sheets, while the northern portion of the polygon contains drier soils and more upland vegetation, the southern portion of the polygon contains “moist soils” and has allowed for the growth of both wetland indicator and facultative wetland species. This southern portion of the wetland will require a site visit with CLOCA staff to confirm that the wetland indicators discussed within the report do not constitute a wetland. As mentioned in previous comments, please ensure that the community is not impacted prior to these field investigations by CLOCA staff.

The proposed trail through the northern property is acceptable, however CLOCA NH staff cannot accept the location through the southern property without further information. This information includes what work (if any) is required within the natural heritage system to ensure that the proposed trails are sufficient for the Town of Whitby, as well as what impacts the work will cause. CLOCA NH staff would prefer the trail be constructed within the service corridor as was previously proposed.

Stormwater Management:

1. Existing Storm Drainage Plan:

- Please include all of the hatchings/linework in the legend.
- Please remove the proposed draft plan linework from this figure
- Please show all existing infrastructure on this Figure (ie. Culverts C-1 & C-2 crossing Anderson St. and St. Thomas St, as per the Sub Area Study report (see Fig.2) and any Region of Durham infrastructure (ie. sanitary sewers) traversing the subject site

2. Overall proposed Storm Drainage Plan:

- Please include all of the hatchings/linework in the legend.
- Please include model catchments in this figure or provide a separate post-development figure as reference. Please refer to CLOCA’s SWM submission guideline on the submission checklist.

3. Given that both the north and south cells of the SWM facility are adjacent to the Conlin Rd ROW, please discuss if the Town has any future plans for improvements to Conlin Rd. that may impact or be impacted by this draft plan (ie. plan/profile modifications, existing infrastructure/utility relocates, ROW adjustment, urbanization

of rural road cross section etc.) o Please also discuss if any future plans for Anderson St., and/or the proposed Mid-Block arterial road (<https://www.midblockea.ca/>) may impact the proposed draft plan. Please ensure that up-to-date information/discussion from ongoing studies related to public infrastructure has been included in this document.

4. Section 3.3 Rooftop Drainage Collector System: this section states that on an interim basis the RDC will be utilized to collect and convey pre development drainage from these lands maintaining this pre development drainage. What is meant by 'interim'? What is the ultimate plan?
5. Section 4.2.2 SWM Pond Requirements: Please summarize the pre-development peak flow rates, the uncontrolled post development peak flow rates and the controlled post-development peak flow rates for the overall subject site in Table format. o Please ensure that a clear figure is provided for all post-development discharge locations both controlled and uncontrolled portions and cross-reference the model/schematic.
 - Please provide digital modelling files to support our review.
6. Please ensure that all RDC discharge outlets on the southern lands have appropriate erosion and sediment control to prevent impact of point discharge. Will further grading be required in the form of plunge pools? What will the outfalls look like?
7. Please show SWM pond emergency overflow weir in the FSSR grading plans and include capacity of overflow weir in the calculations.
8. Please show full extent of grading to accommodate SWM pond outlet.

Water Balance:

9. Please confirm that no further mitigation is required to offset any infiltration losses as a result of the proposed development works.

Natural Heritage:

10. As noted in the FSSR, Anderson tributary is a redbreasted dace habitat and as a result, the correct buffer offset should be applied to the development limit. Please refer to our Natural Heritage comments and ensure that the limits are labeled in the FSSR grading limit figures/drawings and consistent with the supporting documentation contained in the EIS.
11. Please refer to our Ecologist/Wetland biologist comments on the impact to the existing wetlands on site. If it is determined that the mitigation strategy to offset the impact to these features is insufficient, please update the grading/servicing plans accordingly.

Trans-Northern Pipelines Inc.

TNPI currently operates a high-pressure petroleum products transmission pipeline within a 60 foot right of way on the southerly limit of the development, crossing the lands in one section of the parcel and additionally on the adjacent lands to the proposed Subdivision at the mentioned property.

After review TNPI has discovered the proposed development may be within the Prescribed Area (30m on either side of the pipeline as defined by the CER) and/or within the Right of Way. There is one section of the pipeline that travels through the mentioned parcel. A locate will need to be completed to determine the precise location of the pipeline. This can be requested through Ontario One Call.

Please note the following restrictions (not inclusive):

- Permanent above ground structures are not allowed.
- No vehicles, equipment or storage are allowed within the right-of-way.
- Permits are required for any activities with the Prescribed Area (30m on either side of the pipeline)
- TNPI requests a 10 m setback from the right-of-way for all permanent structures

As well, any development plans within the right-of-way will require a permit which can be requested by following the steps described near the end of this response.

Please note that, Trans-Northern is regulated by the Canada Energy Regulator. Section 335 (1) and (2) of the Canadian Energy Regulator Act, provides that:

It is prohibited for any person to construct a facility across, on, along or under a pipeline or engage in an activity that causes a ground disturbance within the prescribed area unless the construction or activity is authorized or required by the orders made under subsection (3) or (4) or regulations made under subsections (5) or (6) and done in accordance with them.

Prohibition — vehicles and mobile equipment

It is prohibited for any person to operate a vehicle or mobile equipment across a pipeline unless

(a) that operation is authorized or required by orders made under subsection (3) or (4) or regulations made under subsections (5) or (6) and done in accordance with them; or

(b) the vehicle or equipment is operated within the travelled portion of a highway or public road.

Should the applicant propose to cross the pipeline or right-of-way with a vehicle or construct a facility across, on, along or under the pipeline, the applicant would be required to contact TNPI prior to commencement of their work to receive the required authorization. This process can be initiated through Ontario One Call (1-800-400-2255). A representative from TNPI will attend on site mark the pipeline location, confirm safe work practices, and advise of any permit requirements.

Should the applicant require further information on the technical requirements related to ground disturbance or crossing of the pipeline, they may contact Michelle Gruszecki, Property and Right-of-Way Administrator via email at : mgruszecki@tnpi.ca

Elexicon Energy Inc.

Elexicon Energy Inc. has no objection to permit the development.

The applicant or its authorized representative shall consult with Elexicon Energy Inc. concerning the availability of supply voltage, service location, metering, costs and any other details. These requirements are separate from and in addition to those of the ESA. Elexicon Energy Inc. will confirm the characteristics of the available electrical supply and will designate the location of the supply point to the applicant. Elexicon Energy Inc. will also identify the costs that the applicant will be responsible for.

The applicant or its authorized representative shall apply for new or upgraded electric services and temporary power service in writing. The applicant is required to provide Elexicon Energy Inc. with sufficient lead-time in order to ensure:

- a) The timely provision of supply to new and upgraded premises; and/or
- b) The availability of adequate capacity for additional loads to be connected in the existing premises

Please ensure that a minimum of 4.8m clearance is maintained from existing overhead conductors, which applies to all structures, equipment, and people.

Hydro One Networks Inc.

Please be advised that Hydro One Networks Inc. (“HONI”) has completed a preliminary review of the proposed plan of the above noted site plan application. As the subject property is abutting and/or encroaching onto a HONI high voltage transmission corridor (the “transmission corridor”), HONI does not approve of the proposed site plan application at this time, pending review and approval of the required information.

Please be advised that the transmission corridor lands affected by the proposed development and identified as such herein are subject to a statutory right in favour of

HONI pursuant to Section 114.5(1) of *The Electricity Act, 1998*, as amended. The owner of these lands is Her Majesty, The Queen In Right of Ontario, as represented by The Minister of Infrastructure (“MOI”). Ontario Infrastructure & Lands Corporation (“OILC”) as agent for the Province, must review and approve all secondary land uses such as roads that are proposed on these lands. HONI is currently acting as a service provider to OILC, and undertakes this review on their behalf.

The comments detailed herein do not constitute an endorsement of any element of the site plan design or road layout, nor do they grant any permission to access, use, proceed with works on, or in any way alter the transmission corridor lands, without the express written permission of HONI.

Should the developer require any use of and/or access to the transmission corridor at any time, the developer must contact Meghan Di Cosimo at meghan.dicosimo@hydroone.com in order to ensure all of HONI’s technical requirements are met to its satisfaction, and acquire any applicable agreements.

The following should be included as conditions of approval:

1. Prior to HONI providing its final approval, the developer must make arrangements satisfactory to HONI for lot grading and drainage. Digital PDF copies of the lot grading and drainage plans (true scale), showing existing and proposed final grades, must be submitted to HONI for review and approval. The drawings must identify the transmission corridor, location of towers within the corridor and any proposed uses within the transmission corridor. Drainage must be controlled and directed away from the transmission corridor.
2. Any development in conjunction with the site plan must not block vehicular access to any HONI facilities including any easement located on the corridor or abutting lands in favor of HONI. During construction, there must be no storage of materials or mounding of earth, snow or other debris on the transmission corridor.
3. At the developer’s expense, temporary fencing must be placed along the transmission corridor prior to construction, and permanent fencing must be erected along the common property line after construction is completed.
4. The costs of any relocations or revisions to HONI facilities which are necessary to accommodate this site plan will be borne by the developer. The developer will be responsible for restoration of any damage to the transmission corridor or HONI facilities thereon resulting from construction of the site plan.

In addition, HONI requires the following be conveyed to the developer as a precaution:

The transmission lines abutting the subject lands operate at either 500,000, 230,000 or 115,000 volts. Section 188 of Regulation 213/91 pursuant to the *Occupational Health and Safety Act*, require that no object be brought closer than 6 metres (20 feet) to an energized 500 kV conductor. The distance for 230 kV conductors is 4.5 metres (15

feet), and for 115 kV conductors it is 3 metres (10 feet). It is the developer's responsibility to be aware, and to make all personnel on site aware, that all equipment and personnel must come no closer than the distance specified in the *Act*. They should also be aware that the conductors can raise and lower without warning, depending on the electrical demand placed on the line.

Our preliminary review only considers issues affecting HONI's transmission facilities and transmission corridor lands. For any proposals affecting distribution facilities (low voltage), the developer should consult the local distribution supplier.

If you have any questions, please contact me at dennis.derango@hydroone.com or at 905-946-6237.

Enbridge Pipelines Inc.

Based on a review of the application materials provided Enbridge has identified some concerns with the proposed development plan. These concerns include:

Street "K" is proposed at the north end of the plan area and it is unclear from the provided plan how close this road is to the Enbridge right-of-way and if any of the road is proposed over the right-of-way.

To ensure there is access to the pipeline for maintenance purposes the road shall not be constructed over the pipeline right-of-way, including any curbs and gutters.

As Street "K" (and the adjacent residential development) is proposed within the 30m prescribed area, written consent will be required from Enbridge. Please see Enbridge Pipeline Crossing Guidelines.

The pipeline right-of-way should be fenced during construction to prevent unauthorized crossings with heavy equipment. As a result of these concerns, the following requirements and those detailed within Enbridge Development Requirements must be adhered to for all future development. The landowner/developer shall ensure that all contractors and subcontractors are aware of and comply with the terms and conditions set out below.

Requirements

1. Obtain a Locate Request: To identify the precise alignment of the pipeline on the subject lands, a Locate Request must be made prior to any ground disturbance taking place.
2. No development is permitted within the Enbridge right-of-way without Enbridge's written consent and without the presence of an Enbridge representative on site.

3. Written Consent from Enbridge is required for ground disturbance within 30m perpendicularly on each side from the centreline of the pipeline known as the “Prescribed Area”. For more information about when written consent is required and how to submit an application, please see Attachment 03 | Enbridge Pipeline Crossing Guidelines.
4. Written Consent from Enbridge is required for all above and below ground crossings of the pipeline. For more information about when written consent is required and how to submit an application, please see Attachment 03 | Enbridge Pipeline Crossing Guidelines.

The written authorization request must include:

- a. Drawings with cross sections of the proposed roads and verification of the depth of cover from both sides of the road.
 - b. Drawings should include any new utilities that will cross the right-of-way.
5. Road Crossings: Where future development such as a roadway or a parking area is proposed over the pipeline right-of-way, Enbridge may be required to carry out pipeline inspection and recoating of the existing pipeline(s) prior to the start of the development. The costs of Enbridge’s design, inspection, recoating work and any other pipeline alteration as a result of the crossing will be borne by the Developer.
 6. Subdivision lot lines should not divide the pipeline right-of-way. Wherever possible, subdivision boundaries should follow the right-of-way. If this is not possible specific language must be included in the offers of sale or lease.
 7. Development setbacks from pipelines and rights-of-way are recommended in support of damage prevention and to allow both pipeline operators and developers buffer lands for operations and maintenance purposes.
 8. Landscaping shall not take place on Enbridge’s pipeline right-of-way without Enbridge’s prior written consent and where consent is granted such landscaping must be performed in accordance with Enbridge’s Pipeline Crossing Guidelines.
 9. Pathways shall not be installed on Enbridge’s pipeline right-of-way without Enbridge’s prior written consent and where consent is granted pathways must be designed in accordance with Enbridge’s requirements. Please see Attachment 02 for details.
 10. Fencing should be installed along the identified open space easement and comply with Enbridge’s requirements. Please see Attachment 02 for details.
 11. Written consent must be obtained from Enbridge for ongoing activities such as mowing or maintenance of the pipeline right-of-way on public lands.

12. Notifications of additional development for Class monitoring: As per Federal and Provincial Regulatory Requirements and Standards, pipeline operators are required to monitor all new development in the vicinity of their pipelines that results in an increase in population or employment. Therefore, please keep us informed of any additional development being proposed within the Pipeline Assessment Area

The above requirements are those identified as relevant based on the application materials provided. Additional detail on these requirements and other general development requirements are included in the Enbridge Development Requirements. For additional resources on safe development in proximity of Enbridge's pipeline network please visit <https://www.enbridge.com/projects-and-infrastructure/public-awareness/brochures>.

Please continue to keep us informed about the outcome of the project and any future policy, land use, subdivision, and development activities in proximity to Enbridge's pipelines and facilities.

Application referrals, project notifications and any questions regarding land use planning and development around pipelines should be sent to notifications@Enbridge.com.

Region of Durham – Planning and Works

Background

The Central Lake Ontario Conservation Authority (CLOCA) had previously expressed concerns with the proposed development and the potential adverse impact to the Lynde Creek tributary and its associated natural hazard lands. CLOCA had requested that additional supporting studies be provided to support the subdivision proposal.

CLOCA has since reviewed the requested materials and has provided updated supporting comments dated March 27, 2024.

The Region's previous comments regarding conformity with the current Regional Official Plan (ROP), Provincial Plans and Policies, and the Region's delegated Provincial Plan Review responsibilities (i.e., site contamination, archaeology and noise) remain applicable to the subdivision development. However, we offer updated comments on conformity with respect to the newly adopted ROP (Envision Durham), CLOCA's comments, Regional servicing, and Durham Region Transit .

Council Adopted Regional Official Plan, Envision Durham (May 2023)

On May 17, 2023, Regional Council adopted the new Regional Official Plan (Envision Durham). The new ROP is currently with the Ministry of Municipal Affairs and Housing for approval. We have reviewed the proposed development for conformity with the new ROP.

The subject lands are designated as Community Areas and Major Open Space Areas on Map 1 – Regional Structure in the new ROP.

Community Areas are intended for a variety of housing types, sizes and tenures within connected neighbourhoods that include population-serving uses such as commercial, retail (including major retail), personal service uses, home businesses, recreational uses, public service facilities, institutional uses and office uses, provided such uses are appropriately located and compatible with their surroundings.

Major Open Space Areas are a component of the Region's Greenlands System that generally follow major permanent and/or intermittent stream and valleys and contain high concentrations of key natural heritage features and key hydrologic features. The predominant use land within Major Open Space Areas is environmental protection and conservation.

The westerly portion of the subject lands are designated as Regional Natural Heritage System on Map 2a – Regional Natural Heritage System. Regional Natural Heritage System is a system made up of natural heritage features and areas, and linkages intended to provide connectivity which are necessary to maintain biological and geological diversity, natural functions, viable populations of indigenous species and ecosystems.

The site is also located within the following designations in the Greenlands Systems maps:

- Significant Groundwater Recharge Areas on Map 2d – Significant
- Groundwater Recharge Areas;
- Ecologically Significant Groundwater Recharge Areas and
- Significant Surface Water Distribution Areas on Map 2e –
- Significant Surface Water Contribution Areas and Ecologically
- Significant Groundwater Recharge Areas; and
- Source Protection Regions on Map 2f – Source Water Protection

Conclusion

The proposed subdivision development to permit low and medium residential densities contributes to providing a full range of housing options for the residents of Durham Region. The subdivision proposal also supports mixed-use developments along arterial roadways and promotes compact built form and pedestrian-friendly urban environment. The proposed draft plan provides protection for the natural heritage system located along the north-westerly portion of the property from urban development, thereby

minimizes any negative impact to the key natural features and key hydrologic features. The proposed application conforms with the current ROP and the new ROP.

Central Lake Ontario Conservation Authority

CLOCA has provided updated supporting comments for the proposed revised draft plan of subdivision dated March 27, 2024. CLOCA's comments have indicated that any remaining concerns such as stormwater management and the Environmental Impact Study requires further review and can be addressed through detailed design and fulfillment of the CLOCA's conditions of draft plan approval for the subdivision application.

Regional Servicing

Water Supply

- The timing of this development will depend on the completion of the 600 mm zone 3 feedermain along Anderson Street currently proposed by Brooklin South (C&A) Landowners Group Inc.
- The proposed 200 mm watermain within the trunk sanitary sewer easement connecting Street 'K' and Street 'B' is not required. The proposed watermain on Street 'K' will be dead ended.
- Connect the proposed watermain on Street 'B' to the proposed 600 mm feedermain on Anderson Street to provide a second feed for the north side.
- The proposed development will require a new local watermain along Anderson Street South of Conlin Road to provide additional feeds on Street 'J' and Street 'I'.
- A 9.0-meter storm and watermain servicing easement will be required on Street 'I' between proposed Lot 213 and 214. This will allow watermain looping from Street 'I' to Anderson Street.

Sanitary Sewage

Provide a new local sanitary sewer on Street 'A' north of Conlin Road, adjacent to the existing sanitary trunk sewer, to avoid having multiple new service connections into our existing 1200 mm deep trunk sanitary sewer. The new local sanitary sewer will have a single outlet to the existing 1200 mm trunk sewer.

Density

Based on the current proposal with the total of 941 residential units, an estimated population of 2971 persons could be expected from the proposed low and medium density development.

Durham Region Transit

The Region provides the following comments from a transit perspective:

1. Bus Stop Locations should be protected at the following:
 - a. Intersection of Conlin Road and the west side of Anderson Street both nearside and farside.
 - b. Street 'B' and Anderson Street nearside and farside.
 - c. Street 'J' and Anderson Street nearside and farside.
 - d. Mid-Block Arterial at St.Thomas Street and Anderson Street nearside and farside.
2. Ensure the multi-use path and sidewalk infrastructure be built in tandem with the development to ensure immediate access to area transit stops.
3. Pedestrian crossings should be built at Conlin Road and Anderson Street, Street 'B' and Anderson Street, and Street 'J' and Anderson Street.
4. The protected bus stop space should adhere to the DRT detail S-12.

Conclusion

The proposed subdivision development will provide a full range of housing options at various densities, mixed-uses and parkland areas.

The natural heritage areas located along the north-westerly portions of the property will be protected for natural heritage and conservation purposes. The proposed subdivision also supports policies to provide a range of housing options and promotes compact urban built form, and conforms with the current ROP and new ROP.

Based on the foregoing, the Region has no objection to draft approval of the subdivision application. The conditions of draft approval must be complied with prior to clearance by the Region for registration of this plan.

It is requested that the Owner provide a land use table prepared by an Ontario Land Surveyor to the satisfaction of the Region of Durham. The land use table should provide lot area calculations for the proposed land use(s) allocated within the draft plan of subdivision.

Durham Region Draft Plan Conditions

1. The Owner shall prepare the final plan on the basis of the approved draft plan of subdivision, prepared by The Biglieri Group Ltd., identified as Project No. 2484, dated April 15, 2021, as revised dated March 30, 2023, which shows 252 lots for single-detached dwellings, 22 lots for 44 semi-detached dwellings, 10 townhouse

units, 3 medium density blocks for 382 residential units, 2 mixed-use block for 253 units, a park block, 6 walkway blocks, 2 stormwater management pond blocks, 4 natural heritage system blocks, 2 road widening blocks, and roads.

2. The Owner shall submit plans showing the proposed phasing to the Region of Durham and the Town of Whitby for review and approval if this subdivision is to be developed by more than one registration.
3. The Owner shall grant to the Region of Durham, any easements required to provide Regional Services for this development and these easements shall be in locations and of such widths as determined by the Region.
4. Prior to the finalization of this plan of subdivision, the Owner must provide satisfactory evidence to the Region of Durham in accordance with the Region's Soil and Groundwater Assessment Protocol to address site contamination matters. Such evidence may include the completion of a Regional Reliance Letter and Certificate of Insurance.
5. The Owner shall submit to the Region of Durham, for review and approval, a revised acoustic report prepared by an acoustic engineer based on projected traffic volumes provided by the Region of Durham Planning and Economic Development Department, and recommending noise attenuation measures for the draft plan in accordance with the Ministry of the Environment, Conservation and Parks guidelines. The Owner shall agree in the Subdivision Agreement to implement the recommended noise control measures. The agreement shall contain a full and complete reference to the noise report (i.e., author, title, date and any revisions/addenda thereto) and shall include any required warning clauses identified in the acoustic report. The Owner shall provide the Region with a copy of the Subdivision Agreement containing such provisions prior to final approval of the plan.
6. The Owner shall carry out an archaeological assessment of the subject property and mitigation and/or salvage excavation of any significant heritage resources to the satisfaction of the Ministry of Citizenship and Multiculturalism. No grading or other soil disturbance shall take place on the subject property prior to a letter of clearance from the Ministry of Citizenship and Multiculturalism.
7. The Owner shall provide for the extension of such sanitary sewer and water supply facilities which are external to, as well as within, the limits of this plan that are required to service this plan. In addition, the Owner shall provide for the extension of sanitary sewer and water supply facilities within the limits of the plan, which are required to service other developments external to this subdivision. Such sanitary sewer and water supply facilities are to be designed and constructed according to the standards and requirements of the Region of Durham. All arrangements, financial and otherwise for said extensions are to be made to the satisfaction of the Region of Durham, and are to be completed prior to final approval of this plan.

8. Prior to entering into a subdivision agreement, the Region of Durham shall be satisfied that adequate water pollution control plant and water supply plant capacities are available to the proposed subdivision.
9. The Owner shall satisfy all requirements, financial and otherwise, of the Region of Durham. This shall include, among other matters, the execution of a subdivision agreement between the Owner and the Region concerning the provision and installation of sanitary sewers, water supply, roads and other Regional services.

Town of Whitby Engineering Services

The revised Draft Plan of Subdivision proposes to develop 252 single detached residential lots, 44 semi-detached residential units, 10 townhouse units, 382 medium density units, 253 mixed use units, 1 Park block, 2 Stormwater Management Pond blocks, 4 Natural Heritage System blocks, 6 Walkway blocks and 2 Road Widening blocks.

The subject lands are currently zoned Agricultural (A). The purpose of the Zoning By-Law Amendment application is to change the zoning to appropriate categories to implement the Draft Plan of Subdivision.

Engineering Services' has conducted a review of the circulated materials outlined below for the draft plan of subdivision and zoning applications:

- Draft Plan of Subdivision, DP-01, (The Biglieri Group Ltd.) dated September 21, 2023.
- Functional Servicing and Stormwater Report (FSSR), (Sabourin Kimble & Associates Ltd.) dated March 2021.
- Proposed LID and Feature Drainage Plans, Site Grading Plans, Site Servicing Plans, SWM Pond Plan View, SWM Pond Sections (Sabourin Kimble & Associates Ltd.) dated October 11, 2023.
- Anderson Street Right-of-Way memo (BA Group) dated March 9, 2023. Conlin – Anderson Master Transportation Study, Whitby, Ontario, (BA Group) dated March 2021.
- Phase One Environmental Site Assessment (ESA), Northwest Corner of Colin Road and Anderson Street, (Haddad Geotechnical Inc.) (HGI) dated April 20, 2016.
- Phase One Environmental Site Assessment (ESA), Southwest Corner of Colin Road and Anderson Street, (HGI) dated April 22, 2016.

- Phase Two Environmental Site Assessment (ESA), (HGI) dated November 15, 2016.
- Environmental Impact Study (EIS), (Beacon Environmental Limited) dated April 2021.
- Hydrogeological Assessment and Water Balance, (R.J. Burnside & Associates Limited) dated September 2023.
- Geotechnical Investigation, Part Lot 23, Concession 5, (HGI) dated April 1, 2016.
- Geotechnical Investigation, Part Lots 23 and 24, Concession 4, (HGI) dated April 19, 2016.
- Stage 2 Archaeological Assessment for the Southwest parcel, (Archeoworks Inc.) dated January 8, 2016.
- Stage 3 Archaeological Assessment, H1 Site, Part Lot 23, Concession 5, (AECOM) dated September 22, 2017.
- Brooklin Secondary Plan Area, Sub-Area Study (SAS), Sub-Area 5, (Candevcon East Limited) dated March 2021.
- Noise Impact Study, (Sonair Environmental Inc.) dated April 20, 2021.
- Pre-Consultation Form, signed by Applicant, dated May 17, 2021.

We have reviewed the drawings and reports, and they are generally acceptable for a preliminary review. There are revisions, however, that will be required through the detailed design process for the proposed subdivision to conform to our Design Criteria and Engineering Standards.

Conditional Comments

Engineering Services' supports a favourable decision to the applications based on the following comments and conditions.

To address the Town's Community Strategic Plan 2023 to 2026 and assist in providing a complete picture of the proposed subdivision's mobility provisions, Engineering Services has prepared a Composite Transportation Component Plan (CTCP) as highlighting the anticipated locations of sidewalks, multi-use paths and dedicated biking facilities for reference. Engineering Services expects that the components of this plan will be further refined and implemented through the future detailed engineering design processes following draft approval.

Prior to final acceptance of the Draft Plan of Subdivision, the following shall be addressed to the satisfaction of Engineering Services'.

Revise the Draft Plan (DP) as follows:

- a. Provide 8 m x 13 m visibility triangles at the Street 'B', Street 'J' and Conlin Road intersections with Anderson Street to accommodate future signalization.
- b. The Right-of-Way (ROW) width of the north leg of Street 'H' is to be increased to 20 m to accommodate a 2.5 m wide sidewalk adjacent to the Park. Transition width from 20 m to 18 m around the northern 90° bend.
- c. The Right-of-Way width of Street 'A' is to be transitioned from 20 m to 18 m south of the Street 'J' ROW between the intersections of Street 'A'/Street 'I' and Street 'A'/Street 'J'.
- d. The Street 'K' bulb is to be revised to an 18 m radius per Town Standard 408.
- e. Provide a minimum centreline radius of 115 m on Street 'A' to the south of Conlin Road.

Engineering Services requires the following Financial Considerations to be identified within the Council Report:

With each new subdivision development approved by the Municipality, the Town of Whitby assumes assets requiring regular operational maintenance and eventually capital replacement. The following assets will be generated due to the subdivision and included in the Town's Asset Management Plan. The Capital replacement and annual operating costs would be included in future budgets.

Asset	Quantity
Roads	0.52 lane-km
Sidewalks/Multi-Use paths	6.4 km
Storm Sewers	4.1 km
Ponds	2.8 ha
Park	1.6 ha

Engineering Services requires the following Conditions of Draft Approval:

1. The Subdivider shall convey the following to the Town:

- a. Block 282 for Park.
 - b. Blocks 283 to 288 for Walkways.
 - c. Blocks 289 and 290 for Stormwater Management facilities.
 - d. Blocks 291, 292, 293 and 294 for Natural Heritage lands.
 - e. Blocks 295 and 296 for Road Widening of Anderson Street to a minimum 30m ROW width.
2. The Subdivider shall implement all changes to the plan for registration resulting from recommendations and findings of the final Mid-Block Arterial Schedule C Municipal Class Environmental Assessment (MBEA) including but not limited to:
 - a. The final right-of-way width, alignment and horizontal and vertical designs of the Mid-Block Arterial including the intersection with Anderson Street and the realignment of, and intersection with, St. Thomas Street.
 - b. The final right-of-way width, visibility triangle requirements, access restrictions, alignment/configuration and horizontal and vertical designs of the Street 'K' cul-de-sac at the intersection with the Mid-Block Arterial.
 3. The Subdivider shall be responsible for concrete sidewalk and/or asphalt multi-use path installation in the following locations:
 - a. m-wide multi-use path on the west side of Anderson Street along the entire development frontage.
 - b. 2.5 m wide sidewalk on the north side of Street 'B' and Street 'H' adjacent to District Park Block 282.
 - c. 1.8 m-wide sidewalk on both sides of all other streets, including Conlin Road along the entire development frontage.

Further review and consideration of sidewalk placement is required and will be addressed through detail design / engineering.

4. The Subdivider shall provide an up-dated Sub-Area Study (SAS) to address the comments provided in a separate memo from KSGS Engineering. Any Draft Plan changes, necessary to address the major SAS comments, shall be made to the Town's satisfaction prior to initiating detailed design. The Subdivider shall implement any changes to lot lines and/or block sizes as a result of addressing these comments. Any changes are to be reflected on the final plan for registration.
5. The Subdivider shall provide an Environmental Constraints Plan (ECP) showing development limits along Natural Heritage System (NHS) areas. The development limits shall be based on environmental features/constraints, including a floodline and

shall be established using all applicable environmental buffers/setbacks. The ECP shall include a Town's 6.0m-wide access corridor which must be located outside of all environmental features, including the floodline. The corridor shall not contain any new plantings and shall be accessible for Town's service vehicles (e.g. no steeper than 4:1). Any change to the lot lines adjacent to the NHS (i.e. development limit) must be reflected in the final plan for registration.

6. The Street 'K' cul-de-sac exceeds the 230 m maximum length permitted per Town Design Criteria and Engineering Standards. As such the Subdivider shall provide fire suppression to all units on Street 'K' to the satisfaction of Whitby Fire Services.
7. It appears that Street 'K' may be encroaching within a Right-of-Way and/or Prescribed Area associated with the Trans-Northern Pipeline. Notwithstanding other specific comments, approval of Street 'K' will be subject to acceptance by Trans-Northern Pipelines Inc.
8. The Subdivider shall provide sample lot sitings for Lots 34 to 38 to demonstrate conformance to Town lot grading criteria for minimum useable rear yard area. Consideration to be given to eliminating / reducing sloping at the rear lot line by increasing the slope within the building envelope and using a double walkout (i.e. 3.6m basement depth) house design. Also, the estimated foundation levels and ability to provide sanitary sewer servicing to the basement are to be illustrated.
9. The Subdivider shall provide a more detailed grading design for Lots 157 to 194 backing onto the Region of Durham's Trunk Sanitary Sewer (TSS) since the sloping at the back of the lots seems to be in contradiction to the Region's comment to maintain the existing depth of cover over the TSS. Grading within the TSS easement will be subject to approval from the Region of Durham. Lot grading options to maximize grade percentages and absorb as much grade differential as possible within the building envelope, will assist to minimize grading within the sanitary sewer easement.
10. The Subdivider shall review the need for Rooftop Drainage Collector (RDC) System. Preference shall be given to alternative methods of maintaining base flow to the noted drainage features, such as outlets from the mainline storm sewer system, without the need for a RDC pipe throughout the majority of the plan south of Conlin Road. If unavoidable, the Subdivider's Design Consultant is to provide justification for the need and extent of the RDC. Every effort is to be made to minimize both the length of RDC piping required and the number of outlets to the NHS.
11. The Subdivider shall demonstrate that sufficient width has been provided for access to Medium Density Block 279 from Street 'A' to accommodate the number and depth of proposed underground services as illustrated on the FSSR Site Servicing plan. If required, the plan shall be revised to convey additional width, all to Engineering Services satisfaction, prior to registration.

12. The Subdivider shall demonstrate that sufficient lot width has been provided to accommodate servicing easements at all locations where storm drainage pipes are located between lots. Where possible, outlet pipes shall be located at the Walkway Blocks between Street 'A' and Natural Heritage System Block 293. If required to accommodate site servicing, the plan shall be revised to convey additional width, all to Engineering Services satisfaction prior to registration.
13. The Subdivider shall be responsible to enter into a separate agreement(s) with benefitting parties, to which the Town is not a party, to address cost sharing for external services, external road improvements and / or the oversizing of services should such oversizing be required.
14. The Subdivider is fully responsible, financial and otherwise, for the reconstruction and urbanization of existing Conlin Road along the development frontages to a Town local standard to the satisfaction of Engineering Services' as follows: a. From Anderson Street to the west limit of the development: As an integral part of the subdivision development, this will stay as a local 20 m road reconstructed to an urban standard with sidewalks on both sides and a signed Bike Route, including any required turning lanes and entrance works.
15. The Subdivider shall be fully responsible for the reconstruction/widening of Anderson Street to accommodate any of the MTS identified intersection improvement requirements to support the subject development, while maintaining the existing 2-lane rural cross-section and on-road bike lanes.
16. The subdivider shall be responsible for the construction of a 3.0m wide asphalt multi-use path on the west side of Anderson Street. Development Charge recoveries will apply in accordance with the Development Charge By-Law in effect at the time of final approval of the Draft Plan. Priority shall be given to placing these facilities at their ultimate location and elevation where feasible while maintaining the existing road cross-section.
17. Ultimate road cross-section, turning lane, active transportation infrastructure and pedestrian crossing requirements at proposed intersections along Anderson Street to be determined through completion and acceptance of a future Environmental Assessment study.
18. Grading match along the Anderson Street ROW limit to be based on an assumed ultimate 4-lane urban cross-section and boulevard grading. If required to address construction staging and timing, interim grading and drainage requirements that match existing conditions along the external road frontages are to be accommodated.
19. The Subdivider shall be responsible for implementing the traffic control recommendations of the MTS, including but not limited to, the installation of a traffic signal or roundabout at the Anderson Street and Conlin Road intersection, interim pedestrian crossing controls on Anderson Street and Conlin Road and the ultimate

traffic signals on Anderson Street. Development charge recoveries will apply to portions of the above work items in accordance with the Development Charge By-Law in effect at the time of final approval of the Draft Plan.

20. The Subdivider shall provide a Construction Management Report and Plan(s) to the Town's satisfaction that includes, but is not limited to, a neighborhood communication strategy, construction traffic route, schedule and mud and dust control best management practices.
21. The Subdivider shall provide a Water Well Interference Report, separately or as a part of a Hydrogeological Report, to the satisfaction of the Director of Engineering Services. The Report shall review the potential impacts of development activities on existing water wells, within the zone of influence, as determined by the Qualified Person, with a minimum distance of 250m from development limits. The Water Well Interference Report shall include, but is not limited to, a pre-construction survey of the existing water wells, a potential impact analysis through the construction phase and recommendations/remediation plans to address any concerns that may arise as a result of construction stage works.
22. The Subdivider shall implement a pre-construction survey/assessment, including a vibration monitoring program within the vibration zone of Influence (ZOI), on any adjacent buildings/structures/properties that may be affected by the construction activity, prior to commencing construction. The assessment shall be completed by a qualified person (QP) to the satisfaction of the Town and shall be provided to the Town prior to construction. Any waiving of this requirement shall be at the sole discretion of the Director of Engineering of the Town of Whitby.
23. The Subdivider shall be responsible for maintaining the existing Town roads in an acceptable condition throughout the duration of construction and/or until such time as the Town roads are reconstructed. The Subdivider may be required to provide the Town with securities to ensure roads are maintained to the Town's satisfaction. This is to be reviewed further when information regarding the timing of construction of both the subdivision development and the reconstruction of the Town owned road(s) is known.
24. The Subdivider shall provide an updated Master Transportation Study (MTS) to address the following comments and those provided by Paradigm Transportation Solutions Ltd prior to or with the submission of detailed engineering drawings:
 - a. The Subdivider shall, through working with the Town staff, identify traffic calming measures on Street 'A', at Street 'A' intersections with Streets 'B', 'J' and Conlin Road and on all roads adjacent to the Park Block to support safe travel speeds and a comfortable environment for all users.
 - b. The Subdivider shall provide a composite Traffic Calming Plan for all roads in the plan that includes, but not limited to, area specific speed limits, speed

humps, and raised intersections, for review and acceptance by the Director of Engineering Services.

- c. Controlled pedestrian crossing (i.e., Intersection Pedestrian Signal (IPS) or Pedestrian Crossover (PXO) at Anderson Street/Street 'B', Anderson Street /Street 'J' and at Conlin Road / Street 'A'. The IPS or PXO may be an interim solution to facilitate safe active transportation movements until such time that a traffic signal may be warranted.
- d. While the volumes may be low, left turn lanes should be provided on Anderson Street and Conlin Road to facilitate safe movements along the corridor for all road users.

25. The Subdivider shall provide a Traffic Management Implementation Plan and shall be responsible for providing both temporary and permanent signage and pavement markings for the development.

26. The Following Lots/Blocks shall be placed on hold:

- a. The sale and/or development of Lots 1 to 13 and Blocks 275 and 276 inclusive, until such time as the Mid-Block Arterial is constructed between Baldwin Street and Anderson Street including replacement of the crossing of the Anderson Street Tributary, as outlined within the MBEA, and confirmation of the limits of the new regulatory flood line to the satisfaction of the Central Lake Ontario Conservation Authority (CLOCA) and Town of Whitby.
- b. Unless significant changes are made to the Draft Plan, a revised FSSR is not required; however, comments provided in Section Informational Comments are to be considered as part of the detailed engineering design and Stormwater Management(SWM)Report submission following Draft Plan approval.

27. SWM Blocks 289 and 290 shall be sized to accommodate all Town of Whitby, Central Lake Ontario Conservation Authority (CLOCA) and Ministry of the Environment, Conservation and Parks (MECP) design elements/features, including but not limited to, emergency spillway, sediment drying area, maintenance roads, access and turn around provision, fore bay length, length to width ratios, maximum side slopes and cooling trenches and / or wetland pockets at the outfall.

- a. Pond sizing shall also include drainage areas for the ultimate improvements and urbanization of Anderson Street and Conlin Road that are tributary to the site.
- b. The quantity control storage must be stacked above the extended detention storage volume as per CLOCA's Technical Guidelines for Stormwater Management Submissions.
- c. The maximum depth of the active storage is 2 m as per the MECP Stormwater Management Planning and Design Manual.

- d. A sediment drying area is to be provided per MECP Guidelines. This area shall be located immediately adjacent to the sediment forebay area to accommodate future operational needs. Provide calculations (i.e., 10-year sediment volume) to support the size of the sediment drying area.
- e. Provide vehicle turning path for the SWM pond maintenance road to ensure that typical maintenance vehicles (cube van) and a triaxle vehicle can navigate the current layout (with minimal reverse manoeuvring).
- f. Revise the SWM Pond grading to locate the safety platform above the normal water level.

At the time of detailed engineering design, should review of the SWM Facility show that the block has been undersized, the Subdivider shall revise the plan to increase the block size accordingly.

28. The Subdivider shall provide confirmation from Central Lake Ontario Conservation Authority (CLOCA) for the acceptance of:
 - a. The limits of the Natural Heritage System (NHS), including appropriate setbacks, and acceptance of grading encroachment beyond the currently shown Limit of Development.
 - a) Quantity control and appropriate water quality treatment measures for the storm sewer outlet, as well as the direct overland flow outlet, to the NHS from the Street 'K' cul-de-sac.
 - b) Proposed outlet locations to the natural drainage features for the portion of the plan to the south of Conlin Road and including external areas to the east of Anderson Street.
29. The Subdivider shall implement all recommended noise control measures identified in the Noise Impact Study and revise the plan as required to accommodate recommended noise control measures prior to registration.
30. All non-regulatory fencing and acoustic barriers shall be installed wholly on private property and all operation and maintenance of said fencing shall be the responsibility of the private property owners.
31. All black vinyl chain link fences to delineate Town blocks, and open spaces from private property shall be designed and constructed in accordance with the relevant engineering standards. Fencing for school blocks to be as per the appropriate school board requirements.
32. The Subdivider shall ensure all private properties are protected from flooding limits at low points and points of major system flow convergence along the municipal road system. If required, the plan for registration shall be revised accordingly to provide said flood protection.

33. The Subdivider shall be responsible for providing service connections and a suitable storm drainage outlet for flows associated with Park Block 282, to the satisfaction of Engineering Services' and the Community Services Department.
34. All community mailboxes for the future private developments shall be located within the respective private properties.
35. Construction phasing of the development shall be to the satisfaction of the Engineering Services and shall consider adjoining developments and provide for upstream and downstream road and servicing connectivity. Construction staging details will be required for the proposed servicing and road works on Anderson Street and external sanitary sewer and watermain construction on Conlin Road, including coordination with the proposed adjacent developments and the Region of Durham.
36. The Subdivider shall provide a detailed engineering submission in accordance with Sections A2.00 and A3.00 of the Town of Whitby's Engineering Design Criteria. The engineering drawings must be set up as per the Town's CAD layering standards and object data requirements set out in Appendix A of the Design Criteria. The first engineering submission will not be reviewed until it is confirmed that the drawing set-up conforms to this requirement.
37. The Subdivider shall confirm the details of all existing above and below grade infrastructure relevant to the proposed design. Existing details shall be confirmed in the field by a method determined by the Subdivider's consulting engineer in consultation with the Town. Acceptable methods include, but are not limited to, topographical surveys, locates, measure downs, sub-surface utility engineering (SUE) investigation Quality Level A (QL-A), also referred to as daylighting, to determine horizontal and vertical location. The Subdivider further acknowledges that any as-built information provided by the Town is for informational purposes only.
38. All plan and profile drawings shall indicate the seasonal high water table elevation and the corresponding Minimum Basement Elevation, all to be confirmed by Hydrogeological Consultant and accepted by Central Lake Ontario Conservation (CLOC). The Subdivider shall protect all proposed private dwellings from the seasonal high-water table where applicable.
39. The Subdivider shall be responsible for all hydro poles, luminaries and hydro requirements for this proposed subdivision and shall enter into a separate agreement with Elexicon accordingly.
40. The Subdivider shall provide the Town with a full electrical design (i.e., primary, secondary and streetlight design) for this development. All aspects of the secondary electrical design and street light design will be peer reviewed by the Town. The Subdivider will be financially responsible for the peer review cost including a 15 percent administrative fee. The street lighting design shall comply with the latest

version of the RP-8 Roadway Lighting Design standard and shall utilize LED technology.

41. Any concerns raised through future re-submissions of the geotechnical and hydrogeotechnical reports for the site shall be addressed by the Subdivider to the satisfaction of Engineering Services. This includes, but is not limited to, pavement design specifications based on street classifications, earth berm grading design, long term slope stability, confirmation of design parameters and preliminary layout for LID measures (proposed infiltration trenches), proposed stormwater management pond elevations relative to groundwater levels and the need / thickness of the impervious membrane or synthetic clay lining, foundation construction requirements and recommended measures for Best Management Practices for municipal servicing construction. The plan must reflect changes required in this regard prior to registration.
42. The Subdivider shall provide an assessment of dead, dying, diseased and / or over mature trees along the edge of the natural areas for pruning or topping purposes to address safety and liability concerns. The report must include details for the protection, enhancement and edge management of the retained vegetated areas. All hazards, debris, and/or garbage shall be removed from all Open Space Blocks prior to the registration of the plan.
43. The Subdivider shall provide the Town with a deposit for any necessary peer review costs with the amount to be determined at time of first peer review. The Town will administer payments to any Peer Review Consultant(s) and provide milestone billings back to the Subdivider. The Town may request additional deposits for the Peer Review funds if required. At the time of issuance of full engineering approvals, any remaining deposit will be returned to the Developer. This condition will be superseded at such time as the Town has a Peer Review By-law in place.
44. The Subdivider shall provide a copy of the approved individual lot grading plan (i.e., siting) to each lot purchaser prior to closing.
45. The Subdivider shall agree to implement the recommendations of all reports submitted in support of the application.
46. The Subdivider shall be responsible for satisfying any additional requirements identified by Engineering Services not specifically listed above.

All other items related to the subdivision can be addressed through the subdivision agreement process after Draft Plan Approval.

B. Informational Comments

The following items can be addressed through the Engineering Submission and Subdivision Agreement or future Site Plan Application process:

1. It is noted that the runoff coefficients specified within the Town's Design Criteria and Engineering Standards are minimum values to be utilized for sizing of the storm sewer system. Sample calculations shall be provided for all housing types (not just single detached), and it shall be demonstrated by the consultant that the use of these minimum values is appropriate for the subject development. If required, the values shall be increased to represent the actual development proposal. Ensure that the runoff coefficients in the Functional Servicing and Stormwater Report meet the minimum Town Design Criteria, unless otherwise approved as noted above.
2. All medium density blocks shall comply with the Town Standards for public laneways, alternatively the blocks may be developed as private condominiums. Internal visitor parking will be required for private block development.
3. Functional Servicing and Stormwater Report comments:
 - a. The FSSR must show how the pre-development drainage area of 43.19 ha was determined. A figure showing the pre-development drainage area used to set the target release rates for the SWM facility is required.
 - b. The FSSR must show the post-development drainage areas that are tributary to the SWM facility. A figure clearly showing the drainage areas to the SWM Pond L2 is required. The Sub-Area 5 SAS shows Conlin Road east of Anderson Street tributary to SWM Pond L4; however, the FSSR shows it tributary to SWM Pond L2. Please clarify the extent of external roads and future development and ensure this information is consistent with the Sub-Area 5 SAS.
 - c. Section 4 of the FSSR is to be revised to provide information on the isolated area north of the Anderson Street Tributary. The report should specify the release rate and storage volume required for extended detention and address how the external drainage from the HEPC/Oil Pipeline Lands will be managed.
 - d. The FSSR states that water quantity control for the isolated area north of the Anderson Street Tributary will be provided by overcontrol within SWM Pond L4; however, the hydrologic modelling in the Sub-Area 5 SAS does not include this area as uncontrolled. Additionally, this area will not be able to develop until after SWM Pond L4 is constructed.
 - e. Table 4 in the FSSR is to be revised to show the provided discharge rates from SWM Pond L2.
 - f. The hydrologic modelling does not account for the 0.43 ha area that sheet drains to the valley (rear yards north of SWM Pond L2). As the imperviousness of this area will be greater than existing it needs to be included in the hydrologic modelling.
 - g. The FSSR is to be revised to ensure that the proposed drainage areas in the FSSR and the Sub-Area 5 SAS are consistent.

- h. Revise FSSR base drawing(s) to match the Draft Plan.
- i. The FSSR should include cross-sections for each of the Town's typical road sections to scale. The sections should include underground utilities (STM, SAN, RDC, WM) and the existing deep sanitary trunk sewer and local sanitary sewer combination.
- j. The various FSSR figures should include existing contour labelling and pond contour labelling.
- k. The FSSR should include a preliminary cut and fill drawing to illustrate that proposed LID measures are coordinated with seasonal high ground water elevations reported in the Hydrogeological Study.
- l. A more detailed review of the grading design is to be completed where a retaining wall is shown along the southern limit of the plan. The use of retaining walls is to be minimized and, only if required, placement is to be entirely on private property. Grading design for the lots on the south side of Street 'A' / 'T' to be reviewed to minimize the extent and height of the retaining wall. Consideration is to be given to additional height 3:1 sloping between houses and berming or a French drain system along the south boundary to contain rear yard drainage on the lots and to direct this drainage to a spill point to NHS Blocks 293 and/or 294.
- m. Figure 10A is to be revised to show all of Streets 'K' and 'L' cul-de-sac including grading match adjacent to the Hydro One Corridor / petroleum pipeline, grading detail at the west terminus and at St. Thomas Street.
- n. Subject to future Site Plan Applications, the storm sewer routing within Medium Density Block 278 is to be designed to minimize flow to the north, Page **14** of **18** and therefore, unnecessarily oversizing storm sewers on Street 'B' and Street 'A' which flow to the south to SWM Pond Block 290. An outlet via the access from Street 'G' and through Walkway Block 284 would significantly reduce the extent of oversizing.
- o. Figure 10B should include geometric layout and grading details for Conlin Road to the west of Street 'A', i.e., fronting SWM Blocks 289 and 290 and for the western terminus.
- p. The External drainage area east of Anderson Street and south of Conlin Road is proposed to outlet to the Conlin Road storm sewer west of Anderson Street. A preliminary design of the external storm sewers will be required to ensure that the storm sewer is at an elevation and location to suit the external area.
- q. Based on the high groundwater levels at the site, a SWM pond liner may be required. A geotechnical investigation for the facility shall be completed detailing the need for liners and / or construction related methodologies in the event groundwater is encountered.

- r. The seasonal high groundwater table shall be included on the detailed design drawings for SWM Pond L2 and for low impact development (LID) features. The detailed design shall address separations of less than 1 m from the base of the facilities to the seasonal high groundwater table that may impact their effectiveness for part of the year.
 - s. Provide layout, cross-section and profile details for the SWM facility outlets including erosion control measures along the affected valley lands between the outlet and the watercourse as part of the engineering drawings.
 - t. The grading design does not include any indication that rear lot catchbasins will be utilized in conjunction with the proposed LID's. The grading design does not provide for emergency overland flow to either a piped or surface outlet for most rear yards as is required by the Town's Design Criteria. The use of rear yard catchbasins is to be minimized. Every effort shall be made during the detailed grading design to eliminate the need for rear yard catchbasins (RYCBs) by using mixed lot drainage types. (i.e., pairing rear to fronts or pairing rear to fronts with split draining lots). If required, a minimum 3.0 m wide easement as per Town Standard 107.20 shall be used for all RYCBs.
 - u. Due to the preliminary nature of the proposed grading design for the Park Block 282, the overland flow calculations must consider the worst-case scenario for the determination of flow volumes at each outlet.
4. A current topographic survey of all existing boundary conditions will be required and utilized for detail design. Date and source of survey shall be noted on the proposed lot grading plan for the development.
 5. Provide a detailed design brief and Operations and Maintenance Manual for the proposed SWM facilities.
 6. To address lot level LID recommendations, ensure that lots and areas where roof water leaders are proposed to be disconnected from the storm sewer connection are clearly noted and can accommodate the drainage without creating problems associated with winter ice accumulation. Ensure that storm drainage areas reflect the correct boundary location.
 7. All Plan and Profile Drawings shall indicate the seasonal high water table elevation and the corresponding Minimum Basement Elevation, all to be confirmed by Hydrogeological Consultant and accepted by Central Lake Ontario Conservation (CLOCA). The Subdivider shall protect all proposed private dwellings from the seasonal high-water table where applicable.
 8. The Consultant is to provide the Town with a dual drainage (minor / major system) storm model for the entire development using Personal Computer Stormwater Management Model (PCSWMM) as part of the detail design and confirmation of hydraulic grade level (HGL) elevations.

9. The use of Inlet Control Devices (ICDs) is discouraged and shall be limited to roadway sags, as per Town requirements, to the greatest extent possible. The model shall illustrate the implications of conventional ICD placement at catchbasins (CBs), per Town Standards and documentation regarding the recommended use of ICDs within the proposed subdivision shall be provided.
10. Provide detailed ponding limits at overland flow low points, and any points of overland convergence to ensure that appropriate emergency access can be maintained to the area based on Town of Whitby Design Criteria and that private property has been protected from flooding. Ponding limits are to be shown for 100-year storm events. Low points are to be located at the appropriate block or intersection location.
 - Calculations are to be provided to demonstrate that the overland flow route has sufficient capacity to convey the major system flow.
 - For all overland flow outlet points, the following shall be provided: flow channel profile, cross-sections and erosion protection works at all locations, i.e., across window street boulevard areas, within specific overland flow blocks, across SWM Pond Blocks and any direct outlets to Open Space areas.
11. Provide details and analysis for the routing of overland flow through the stormwater management ponds to ensure stability of the pond under major storm events.
12. Geotechnical Report Comments a. The preliminary geotechnical investigation assumes construction of basements at 1.2 m to 2.0 m below grade and recognizes these depths will intersect the seasonal high groundwater table in some areas. The report Page 16 of 18 recommends sub-basement floor slab drains to a sump that would pump the water to the storm sewer, discharge at grade or an infiltration feature. The use of sump pumps will only be permitted as a last resort and the Design Consultant will be required to investigate and report on other alternatives.
13. The use of underfloor drains to dewater is strongly discouraged. It is recommended that a 0.6 m separation between the base foundation and the seasonal high groundwater table is provided to avoid long-term dewatering strategies and potential issues with seepage into basements and the need for sumps. Where foundation levels are below / within the seasonal high groundwater table, a watertight foundation is to be provided and any approved sump pump outlets will be to ground surface only, i.e., not connected to the storm sewer. Revise the pavement design specifications to reflect the road classifications and minimum material types and thicknesses as per Design Criteria Table C2.02.
14. Noise Impact Study comments.
 - a) A daytime Plane of Window (POW) sound level at receptor R1 is shown as 60.3 dBA in Table 7, while Section 4.1.1 indicates that sound levels at POW at this location are in excess of 65 dBA. Sound levels should be consistent throughout

the report as different mitigation measures apply to sound levels below and above 65 dBA.

- b) Barrier analysis is based on the flat terrain assumption. The analysis should be revised based on the latest grading plan.
 - c) No Outdoor Living Areas (OLA) were assessed for Blocks 279, 280, 281, 278, and 277. Confirmation should be provided that these blocks will have no areas that could be considered OLAs, otherwise they should be included in the report.
 - d) The Noise Impact Study is to be revised to address potential mitigation measures required for those lots located to the south of Street 'J' that are adjacent to and backing onto Anderson Street. The analysis shall also consider the conceptual grading as indicated on the Site Grading South plan by Sabourin Kimble & Associates.
 - e) A figure(s) with a Site Plan summarizing all mitigation measures, e.g., symbols for AC, provision for AC, warning clauses, etc. would be very helpful in addition to the detailed description in Section 4.0. This would eliminate the need to look between the descriptions and the site plan itself.
 - f) Stationary noise sources (if any) at the mixed-use Blocks 280 and 281 should be discussed and included in the assessment if found to be necessary.
15. Noise fence / barrier design may need to accommodate surface drainage outlets depending on the lot type and grading design. At the design stage, once detailed grading information is available, a letter will be required from the noise consultant to confirm that the recommendations of the Noise Report provided for the development remain relevant to the accepted grading. Any transition in height of the noise barrier is to occur at lot lines so that the noise barrier height across individual lots is consistent.
16. In advance of any on-site work, provide recommendations for monitoring of the existing creek/tributary during construction (erosion and sediment controls, stormwater management, vegetation protection, stream protection in area of storm outfall(s), dewatering, access, storage and equipment maintenance requirements) and post-construction (changes to vegetation or wildlife habitats and species).
17. On-road cycling facilities are to be integrated with the Community Services trails network at locations where off-road facilities are provided (e.g., signage, rest stops and / or other enhancements).
18. The Subdivider shall address mail delivery provisions for any proposed phasing of the development as required.
19. The Town will not grant exemptions to half-load restrictions to facilitate construction of the proposed development. The Subdivider shall schedule construction activities

in accordance with typical timing of load restrictions for the surrounding road network.

20. The Subdivider shall provide a Topsoil Management Plan at the detailed design stage and place lots on hold as required to facilitate the topsoil stockpile. Every effort shall be made to minimize stock piling of excess topsoil.
21. Per the recommendation within the Hydrogeological Assessment and Water Balance report, topsoil thickness for landscaped areas within the development is to be increased to 300 mm.
22. The Subdivider shall provide the Town with a cash contribution in accordance with the by-lawed rate in force at the time of payment, for each newly installed streetlight for the relamping and cleaning of streetlights, representing typical maintenance costs prior to assumption.
23. The Subdivider shall provide the Town with a cash contribution in accordance with the by-lawed rate in force at the time of payment towards the installation of vertical control benchmarks.

Community Services – Parks Planning and Development Division

The Parks Division of the Community Services Department has reviewed the application for draft plan of subdivision and provides the following conditions of draft plan approval:

1. The subdivider shall not proceed with the development and sales of lots 28 to 33 until the design and fitment for the Park Block (282) has been completed to the satisfaction of the Senior Manager of Parks Planning and Development.
2. Parkland contribution is required for this development at a rate in accordance with the Planning Act.
3. The subdivider shall convey a minimum 1.01 hectares (representing 5% of the net developable area outside of the Natural Heritage System, road widening blocks for Conlin Road and Anderson Street, and excluding development Blocks 277-281) for the district park block to the Town, free and clear of all costs and encumbrances and to the satisfaction of the Senior Manager of Parks Planning and Development, upon registration of the plan of subdivision. Any additional parkland provided by the subdivider beyond the minimum 1.01 hectares will be credited towards the required parkland calculations future site plan approvals for Blocks 277-281. Any remaining parkland dedication will be satisfied through the payment of cash-in-lieu of parkland. A land appraisal will be required for review and approval by the Town at the site plan approval stage.
4. The parkland credit provided for the area within park block 282 encumbered by the Regional sanitary easement, where no permanent structures are permitted to

be constructed, maybe discounted based on detailed design of the park, to the satisfaction of the Senior Manager of Parks Planning and Development.

5. Prior to approval of grading and servicing drawings for each applicable phase within this plan of subdivision, the subdivider shall submit detailed park design and grading plans, prepared by a qualified landscape architect, to the satisfaction of the Senior Manager of Parks Planning and Development.
6. The subdivider shall provide grading works, topsoil and an as-built grading survey, prepared by a qualified person, for all park blocks, to the satisfaction of the Senior Manager of Parks Planning and Development.
7. The subdivider shall provide all necessary stormwater, sanitary, water and electrical service connections to park block 282, to the satisfaction of the Senior Manager of Parks Planning and Development.
8. The subdivider agrees to install a 1.2 metre black vinyl standard park fence where any open space and park blocks abut residential lots.
9. The subdivider agrees to convey all natural heritage and open space blocks (Blocks 291 to 294) to the Town in a condition to the satisfaction of the Parks Planning and Development Department, upon registration of each phase of the plan of subdivision.
10. Prior to approval of grading and servicing drawings for each phase within this plan of subdivision, the subdivider shall prepare detailed trail design and grading plans, prepared by a qualified landscape architect and/or engineer, for any required off-road trails within Blocks 289, 290, 292, and 293, to the satisfaction of the Senior Manager of Parks Planning and Design.
11. The trail design requirement shall include, but are not limited to the following:
 - a. Trails to be constructed to details and specifications provided by and approved by Town of Whitby Community Services, Parks Development Division.
 - b. All trails shall be planned and designed to meet accessibility standards.
 - c. All trails, trail crossing, bridges, boardwalks, culverts, structures shall be designed and constructed by the developer, in accordance with Community Services Department, Parks Development Division requirements.
 - d. All primary trails shall be planned and designed to a minimum width of 2.5 metres and surfaced in asphalt.
 - e. Trails to be offset a minimum 3 metres from any property line to accommodate grading requirements, a 1.5-metre-wide sod mow strip and a 1.5 metre wide planted privacy buffer.

- f. Trail requires a minimum 1.5 metre sod mow strip on either side of the trail to enable mowing/maintenance. Mow strip to be sloped at a maximum 25%.
 - g. Trail grades are not to exceed 2% cross slope and 5% longitudinal slope unless unavoidable due to existing grades.
 - h. Seating Areas with benches are to be provided at a rate of 3 per kilometer of trail. Rest Areas are to be provided every 150 metres.
12. Should the off-road trail require approval of the trail design from CLOCA and any other applicable approval authorities, the subdivider shall secure approval of the trail design from CLOCA and any other applicable approval authorities at the detailed design stage.
13. The subdivider shall not to proceed with the development and sales of lots 34 to 38 until detailed design of the off-road trail within the abutting Natural Heritage System or an alternative location has been completed to the satisfaction of the Senior Manager of Parks Planning and Development.
14. The subdivider shall construct all off-road trail works in accordance with the future detailed design plans and secure any additional approvals and permits, as required, at no cost to the Town of Whitby.
15. The subdivider shall advise potential purchasers of the location of the proposed park facilities and off-road trails by providing plans, approved by the Senior Manager of Parks Planning and Development, in all sales offices and agreements of purchase and sale for any dwelling units within the draft plan of subdivision.
16. Prior to execution of the Subdivision Agreement, the subdivider shall provide a Letter of Credit, in an amount to be determined by the Senior Manager of Parks Planning, to secure delivery of base park and off-road trail works.

Whitby Fire and Emergency Services

Whitby Fire has reviewed the proposed development at Conlin Rd and Anderson St.

A firebreak layout and all fire hydrants shall be indicated on applicable plans as part of detailed design.

Strategic Initiatives (Sustainability and Climate Change)

Based on our review of the checklist and the Sustainability Rationale Report it is Staff's understanding that the Applicant is aiming to achieve Tier 1 of the WGS. It is

encouraged that consideration be given for advanced sustainability criteria through the uptake of voluntary Tiers 2-4. These standards support sustainable site design for development and redevelopment on public and private property, enhancing the Municipality's natural heritage, economic vitality, cultural heritage, and social aspects.

Sustainability Staff appreciate that the WGS Checklist has been provided indicating that the applicant will achieve Tier 1 with the potential to explore and implement a few Tier 2 criteria. We have reviewed the proposed development and wish to provide the following comments to ensure compliance with the WGS:

- The WGS Checklist is to be updated as further design information and details become available during the detailed design and site plan approval stage.
- Please ensure where applicable, the plan # and drawings that demonstrate the criteria have been included in the appropriate column.
- LUN1.2 – Please provide further information as to how the proposed development meets the environmental management policies of Whitby's Official Plan and the Central Lake Ontario Conservation Authority guidelines (if the project is within their jurisdiction). Additionally, the "see submitted EIS..." should be placed in the Plans and Drawings column.
- SW1.1 – Please provide further information as to how the proposed development meets the Ministry of the Environment, Town Design Criteria and Master Drainage Plans, and Central Lake Ontario Conservation Authority guidelines. As noted above, please put the name of the report in the Plans and Drawings column.
- SW1.3 – Please provide further information as to how the proposed development will use native, drought-tolerant plants for 50% of the landscaped area and put the name of the report in the Plans and Drawings column.
- SW1.5 – Please provide further information as to how the proposed development will use native, drought-tolerant plants for 50% of the landscaped area and put the name of the report in the Plans and Drawings column.
- SW1.6 – Please provide further information as to how the proposed development will meet the Central Lake Ontario Conservation Authority's requirements and guidelines and the Town Design Criteria and Master Drainage Plans. The report should be placed in the Plans and Drawings column.

Based on Sustainability's Staff's review of the Sustainability Rationale Report and comments from February 4, 2022, we would like to see further details on how the Design Guidelines in Section 3 of the Brooklin Urban Design and Sustainable Development Guidelines, as well as sections in the Official Plan that address sustainability, are intended to be applied in the proposed development.

The Sustainability Rationale Report and WGS Checklist shall be completed to the satisfaction of this division as a condition of Draft Approval.