

## Attachment #8

### Agency & Stakeholder Detailed Comments

#### File DEV-31-21 (SW-2021-12, Z-21-21)

### Internal Departments

#### Community Services – Parks Planning and Development Division

##### Parkland Dedication

1. This development application may or may not be subject to a Master Parks Agreement which is a cost sharing agreement between the Landowners Group. The Master Parks Agreement is intended to address the parkland dedication and approach towards cash-in-lieu of parkland for the subject plan and overall North Brooklin Landowners Group. Should the Master Plan Agreement not be finalized prior to execution of the subdivision agreement, then the Town will require the maximum rates for parkland dedication and/or cash in-lieu for parkland dedication in accordance with Cash-in-Lieu of Parkland By-law #7733-21 and the Planning Act.

##### Park Block Design

2. Following Draft Plan Approval, the subdivider shall advance detailed park design and grading plans that identify the following park facilities and address the Town's park facility fit requirements in Appendix 1:

##### Appendix 1:

The standards should be reviewed and addressed when preparing Park Facility Fit and Trail Fitment Plans.

##### Park Facility Fit Requirements:

- Completed by a landscape architect (signed and stamped)
- Drawn to scale and available digitally in AutoCAD format (max scale 1:300M)
- North arrow, legend, scale bar, date, key plan (showing location with respect to the street network), address and a concept plan title block
- Presented in black and white or colour
- Include the requested park amenities (sport facilities, walkways, benches, trash cans, playground, water features etc.)
- Proposed site grades including spot elevations, slopes, and contours (0.25m intervals)

- Setbacks
  - o 20m from facility perimeter to residential property line
  - o 40m for multicourts
  - o 15m from road ROW to facility perimeter
- Walking Radius (i.e., 500m)
- Community Context (i.e., neighbouring lots, school sites, NHSs, etc.)
- Include the critical dimensions of park amenities (i.e., Jr./Sr. playgrounds, walkways) and identify play areas in sq.m

If it is identified through the parks design process that more land is required to accommodate the park amenities included in the approved Park Facility Fitment Plan, then the individual Park Block shall be expanded into the developable area as required to accommodate the park amenities. Steeply sloping grades determined to be unsuitable for park development will not be accepted as parkland dedication.

Trail Fitment Plan Requirements:

A Trail Fitment Plan/Impact Assessment is required for the proposed trails outside of the road right-of-way and shall be completed by a qualified Landscape Architect and/or Engineer.

- The Trail Fitment Plan shall identify:
  - o the limits of all natural heritage features, natural hazards and all applicable setbacks and buffers;
  - o existing contour lines
  - o Future grades with spot elevations and slopes at 20 metre increments
  - o Dimensions to adjacent property lines;
- All trails shall be planned and designed to meet Town accessibility standards.
- Trail grades are not to exceed 2% cross slope and 5% longitudinal slope.
- All primary trails shall be planned and designed to a minimum width of 2.5 metres and surfaced in asphalt.
- Trails to be offset a minimum 3 metres from any property line to accommodate grading requirements and a 1.5 metre wide sod mow strip and a 1.5 metre wide planted privacy buffer.

- 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%.
- If the proposed trail location is contemplated through lands identified as Open Space and/or Natural Heritage System, the applicant must ensure that the Environmental Impact Statement (EIS) adequately addresses the trail component and recommends any required mitigation measures to ensure successful completion of the trail component. Staff would consider a 'Trail Impact Assessment' as an addendum to the EIS appropriate.
- Lastly, the applicant must work with neighbouring landowners to facilitate adjacent trail connections as identified through the ATP to ensure connectivity.

3. Resubmitted Facility Fit plan is to contain and address the following items:

- 15 parking spaces
- separated Jr and Sr playgrounds (minimum combined size of 750m<sup>2</sup>)
- two tennis courts (24 mx11m), oriented north-south splash pad
- multi-skills court (29m x 16m), oriented north-south and setback 40 metres from residential uses
- Splashpad (20m x 15m footprint)
- Confirmation that catch basins draining the playgrounds, splashpad, tennis courts and multi-skills court have sufficient slope and cover to connect to municipal storm service
- shade structures (minimum 64m<sup>2</sup>)
- large open play grass area (40 x 60 metres)
- walkways

NOTE: The Facility Fit plan no longer requires a sports field.

4. As was noted in Parks prior comments in March, 2023, steeply sloping grades determined to be unsuitable for park development will not be accepted as parkland dedication. The significant 3:1 transition slope, running north to south on the westerly third portion of the proposed park block, is not acceptable as parkland dedication. Revise the grading of the proposed park block to provide a moderate slope between 2% and 4% to surface drain towards the NHS Block and Street A. A cutoff swale along the west property line should be provided with a catchbasin at the low point of the park.
5. As was noted in Parks prior comments on August, 2023, the area of the proposed park area behind lots 22-23 is hidden from public street frontage and

not programmable due to the limited depth and grading transitions, which creates safety and security issues for park users. Removing these lots would improve park functionality. Revise draft plan with lots 22-23 extended to NHS Block 135.

#### Park Servicing and Electrical Connections

6. Following draft plan approval, as part of the detailed engineering drawings, the following servicing is required to be provided on the engineering drawings, in accordance with the Town's Design Criteria and Engineering Standards:
  - Provide a stormwater catch basin at the low point of each catchment area(s) within the park block.
  - Provide a 200 mm sanitary connection extending 1 metre into the park and terminating in a manhole at an elevation flush with the adjacent grades.
  - Provide a 50 mm water supply connection with a shutoff valve at the property line and the water line extending 1 metre into the park block and plugged.
  - Provide a single phase electrical connection.

#### Trails and Open Space

7. The submitted Environmental Impact Study (EIS) does not speak to impact of proposed trail within the dripline setback, Redside Dace meander belt. Revise EIS and resubmit for comment.
8. Trail Fitment plan is to show the most appropriate and lowest impact crossing alignment in relation to NHS Block 135, with two crossing ultimately to be created:
  - a. One crossing to connect to the west property line.
  - b. A second crossing to connect to the northern property line to run along the west property line of Open Space Block 134.
9. A Trail Fitment Plan, adhering to specifications set out in Appendix 1 and the specific questions/requirements below, will be required before Draft Plan approval or conditions are able to be provided by Parks staff.
  - How will an accessible trail connection on the north side of lots 1 and 2 up to north-south road be achieved? Additional grading information needs to be shown.
  - Trail Fitment plan should indicate locations of any bridges/boardwalks.
  - Demonstrate how trail will connect to active transportation facilities on Street A and how will a safe crossing to south side of Street A be achieved?
10. The developer will be responsible for detailed design and construction of the off-road trail.

## Fencing

11. The department will require 1.2 metre black vinyl standard park fencing to be installed where open space and park blocks abut residential lots, which will be a condition of draft approval.

## Conditions of Draft Plan Approval

The following conditions shall be incorporated into any future development agreement.

1. The subdivider shall revise the draft plan of subdivision by extending the depth of lots 22 and 23 to the edge of NHS Block 135, to the satisfaction of the Senior Manager of Parks Planning and Development.
2. Parkland dedication is required for this development at a rate in accordance with the Town's Parkland Dedication By-Law and the Planning Act.
3. The subdivider shall satisfy their obligations related to parkland dedication as required in a Brooklin Master Parks Agreement or other arrangement to the satisfaction of the Town.
4. The subdivider shall convey a minimum 1.54 hectare park block to the Town, free and clear of all costs and encumbrances to the satisfaction of the Senior Manager of Parks Planning and Development, upon registration of the subdivision.
5. The Subdivider shall prepare revised functional grading and servicing plans that lowers Street C along the boundary elevations of Park Block 132 a to the maximum extent feasible and to the satisfaction of the Senior Manager of Parks Planning and Development prior to the submission of detailed engineering design.
6. If Street C cannot be lowered sufficiently to meet the programming goals of the park, the subdivider will be responsible, at no cost to the Town, for any park structures required to address the sloping grades to the satisfaction of the Senior Manager of Parks Planning and Development. Examples include stairs, ramps, retaining walls.
7. Prior to approval of grading plans for each applicable phase within this plan of subdivision, the subdivider shall prepare detailed park design and grading plans, prepared by a qualified landscape architect, to the satisfaction of the Senior Manager of Parks Planning and Development.
8. 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.
9. After completion of park grading works, the subdivider shall provide a geotechnical report, prepared by a qualified person, for all park blocks, to the satisfaction of the Senior Manager of Parks Planning and Development.

10. The subdivider shall provide all required stormwater, sanitary, water and electrical service connections to park block 132, to the satisfaction of the Senior Manager of Parks Planning and Development.
11. The subdivider agrees to convey all natural heritage and open space blocks (Block 132, 134 and 135) to the Town in a physical condition to the satisfaction of the Parks Planning and Development Department, upon registration of the plan of subdivision.
12. The subdivider shall prepare detailed trail design and grading drawings, prepared by a qualified landscape architect and/or engineer, for any required off-road trails within Blocks 134 & 135, to the satisfaction of the Senior Manager of Parks Planning and Design.
13. The trail design and grading requirement shall include, but are not limited to the following:
  - a. Trails to be constructed to details and specifications provided by the Parks Planning and Development Division.
  - b. All trails shall be planned and designed to meet accessibility standards.
  - c. All primary trails shall be planned and designed to a minimum width of 2.5 metres and surfaced in asphalt.
  - d. 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.
  - e. 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%.
  - f. Trail grades are generally not to exceed 2% cross slope and 5% longitudinal slope unless unavoidable due to existing grades.
  - g. Rest areas and benches are to be provided at a rate of 3 per kilometer of trail.
14. The subdivider shall prepare an Environmental Impact Study which details all potential impact from the off-road trail works, to the satisfaction of the Town and CLOCA.
15. Prior to registration, the subdivider shall secure approval of the trail design from CLOCA and any other applicable approval authorities.
16. The subdivider shall construct all off-road trails and any associated works in accordance with the approved plans and secure any additional approvals and permits, as required, at no cost to the Town.

17. If it is identified through the detailed design and grading of the trails that additional land is required to accommodate the off-road trail requirements of the Town and other approval authorities, then the natural heritage blocks and adjacent residential lots shall be adjusted to the satisfaction of the Senior Manager of Parks Planning and Development.
18. The subdivider agrees to install a 1.2 metre black vinyl standard park fence where any open space, natural heritage and park blocks abut residential lots.
19. 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.
20. Detailed subdivider obligations concerning parks and trails development will be included in the associated subdivision agreements based on review of the detailed design and grading plans, to the satisfaction of the Senior Manager of Parks Planning and Development.
21. 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 the parks and off-road trail works.

## **Engineering Services**

### **A. Conditional Comments**

The 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 provided a Composite Transportation Component Plan (CTCP) as highlighting the anticipated locations of sidewalks, multi-use trails, 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.

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

1.1. Revise the Draft Plan (DP) as follows:

- a. Revise 90° bends at laneways to have a minimum of 12m centreline radius and minimum 5m x 5m visibility triangle while maintaining a 1m-wide boulevard.
- b. Increase width of the north leg of Lane 'B' between Street 'C' to 'D' to 10.0m to be consistent with other segments. Additionally, ideally laneways shall not

contain underground servicing and if this cannot be achieved, the laneway must have a minimum of 10m ROW supported by a cross-section drawn to scale.

- c. Move Ashburn road widening limit to include the visibility triangles at the intersection with Street 'C'.

Engineering Services requires the following Financial Considerations to be identified within Section 7 of 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 as a result of the subdivision and included in the Town's Asset Management Plan. The Capital replacement and annual operating costs would be included in future budgets. Further details regarding infrastructure costs would also be identified in the Engineering Services Asset Management annual report.

<b>Asset</b>	<b>Quantity</b>
Roads	4.47 lane-km
Sidewalks/Multi-use paths	2.67 km
Storm Sewers	2.03 km
Ponds	0.72 ha
Local Park	1.61 ha
Open Space	3.62 ha

2. Engineering Services requires the following Conditions of Draft Approval:

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

- a. Block 132 for local park;
- b. Block 133 for stormwater management facility;
- c. Block 134 and 135 for open space lands;
- d. Blocks 136 and 137 for landscape blocks;
- e. Block 139 for road widening on Ashburn Road.

2.2. The Subdivider shall implement all changes to the plan for registration resulting from recommendations and findings of the Brooklin North Major Roads Environmental Assessment (BNMREA) prior to registration, including but not limited to:

- a. The final right-of-way widths, alignments and horizontal and vertical designs of Street 'A' and Ashburn Road,
- b. An emerging technology lane on the north side of Street 'A' as referenced in previous Transportation Services comments.

2.3. The Subdivider shall be responsible for concrete sidewalk and/or multi-use path installation in the following locations:

- a. 3.0m-wide multi-use path on the west side of Ashburn Road;
- b. 1.8m-wide concrete sidewalk on the north side of Street 'A' except between Street 'B' and Block 135 where a 2.5m-wide concrete sidewalk is required;
- c. 2.5m-wide multi-use trail along the east limits of the National Heritage System (NHS);
- d. 2.5m-wide concrete sidewalk on west side and a 1.8m-wide sidewalk on the east side of Street 'C' along the park block frontage;
- e. 1.8m-wide concrete sidewalk on both sides of all other streets including cul-de-sacs.

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

2.4. The Subdivider shall be fully responsible for the reconstruction/widening of Ashburn Road to accommodate any of the TIS identified intersection improvement requirements to support the subject development, while maintaining the existing two-lane rural cross-section and on-road bike lanes.

The subdivider shall be responsible for the construction of a 3.0m wide asphalt multi-use path on the west side of Ashburn Road. Development Charge recoveries may 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.

Grading match along the ROW limit to be based on the ultimate 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.

2.5. The Subdivider shall be responsible to construct Street 'A' to the ultimate cross-section as per the BNMREA. Street 'A' (Street 'C' in BNMREA) will have a 3.0m multi-use path (MUP) on the south side, a sidewalk on the north side and an emerging technology lane on the north side of the street.

2.6. The Subdivider shall ensure that Street 'A' aligns with the future streets on the adjacent developments on the east side of Ashburn Road within the Lakeview Homes Subdivision (SW-2020-06) and to the west within the Whitby Con Seven Development (SW-2022-07).

2.7. 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.

2.8. The Subdivider shall provide an updated Sub-Area Study (SAS) 2B prior to any detailed engineering design submission to address the comments in the attached memo from the Town's Water Resources Engineer dated February 26, 2024. Given that there are lands within sub-area (SA) 2B that drain to the adjacent SA 1B to the west, SAS 2B must include a high-level analysis of the receiving stormwater management conveyance system and end-of-pipe facilities for this area, in accordance with the approved terms of reference.

2.9. The Subdivider agrees that only a maximum of two underground services can be placed within the laneways and should storm sewers be required within Lane B to service Blocks 111 to 115, one of the other two underground services must be relocated to the frontage of Ashburn Road or to a location satisfactory to the Town.

2.10. A plan shall be provided showing all road allowance widths, centreline radii, streetline radii, curb lines (at bends, cul-de-sacs, and intersections with angles less than 90 degrees), tangents, intersection angles/skew, visibility triangles and driveway locations (at bends and intersections) to ensure conformance to street classifications, Transportation Association of Canada (TAC) and Town of Whitby. This should be provided prior to or with the submissions of the detailed engineering drawings.

The Subdivider shall be responsible for implementing any design elements and/or changes to the plan for registration required to address any sightline and/or alignment concerns.

2.11. 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.

2.12. The Subdivider shall provide an Environmental Constraints Plan (ECP) showing development limits for the 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 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 Towns' service vehicles.

Any change to the lot lines adjacent to the NHS (i.e., development limit) must be reflected in the Draft Plan prior to final approval.

2.13. 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.

2.14. The Subdivider shall provide a composite Traffic Calming Plan for all roads in the plan that includes, but is not limited to, area specific speed limits, speed humps, and raised intersections, for review and acceptance by the Director of Engineering Services.

2.15. 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. Construction traffic shall be restricted to time windows that do not conflict with the typical peak school drop-off and pick-up times of the nearby school.

2.16. The Subdivider shall not commence the installation of any Town services within this subdivision until such time as the adjacent/downstream Subdivider(s) has constructed the required services to the common property line.

2.17. The Subdivider shall limit construction access to Ashburn Road.

2.18. The Subdivider shall construct a temporary emergency access from Street E to Ashburn Road through Block 137 prior to any occupancies should Street 'A' not be constructed from Street 'B' to Ashburn Rd. The Subdivider shall also be responsible, financial, or otherwise, for the maintenance and decommissioning of such access.

2.19. Block 138 shall be placed on hold until such time that Street 'B' can be extended to the north or until such time that it is determined by the Town that no road access to the north is required.

2.20. The Subdivider agrees that if at the time of detailed design, should the final roundabout design identify the need for additional property requirements, the Subdivider shall adjust property lines accordingly. Roundabout design shall be based on minimum diameter and minimum boulevard width as outlined by the Town.

2.21. Stormwater Management (SWM) Block 133 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, forebay length, length to width ratios, maximum side slopes and cooling trenches and / or wetland pockets at the outfall.

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.

2.22. The Subdivider shall implement all recommended noise control measures identified in the Environmental Noise Assessment report and revise the plan as required to accommodate recommended noise control measures prior to registration.

2.23. The Subdivider shall install all non-regulatory fencing and acoustic barriers wholly on private property and all operation and maintenance of said fencing shall be the responsibility of the private property owners.

2.24. The Subdivider shall design and construct all regulatory black vinyl chain link fences to delineate Town blocks, and open spaces from private property in accordance with the relevant engineering standards.

2.25. 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.

2.26. The Subdivider shall be responsible for providing service connections and a suitable storm drainage outlet for flows associated with Park Block 132, to the satisfaction of the Engineering Services and the Community Services Department.

2.27. The Subdivider shall ensure driveway layouts for the townhouse units in Blocks 115, 116, and 124 fronting the +/- 90° bends conform to the Town's Design Criteria and Engineering Standards (refer to Standard 411) with or without the eyebrows per Standards 406 and 406.10. A driveway width of 3.5m shall be provided in accordance with Section C6.01 of the Town's Design Criteria and Engineering Standards. Note that eyebrows are not preferred by the Town and will be accepted only where required. The plan for registration must be revised to accommodate any required changes.

2.28. 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.

2.29. 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 final engineering drawings will not be accepted until it is confirmed that the drawing set-up conforms to this requirement.

2.30. All plan and profile drawings included in the detailed engineering submission 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.

2.31. 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.

2.32. 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.

2.33. 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.

2.34. 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.

2.35. 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 the Engineering Services. This includes, but is not limited to, 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.

2.36. 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, or garbage shall be removed prior to the registration of the plan.

2.37. 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 and / or the oversizing of services if required.

2.38. The Subdivider shall provide a copy of the approved individual lot grading plan (i.e., siting) to each lot purchaser prior to closing.

2.39. The Subdivider shall agree to implement the recommendations of all reports submitted in support of the application.

2.40. The Subdivider shall be responsible for satisfying any additional requirements identified by the Engineering Services not specifically listed above.

#### B. Informational Comments

3. The following items can be addressed through the Engineering Submission and Subdivision Agreement process:

3.1. An initial deposit for the Engineering Review Fee in the amount of \$9,450.00 or 50% of the Engineering Review Fee based on the estimated cost of works, whichever is greater, shall be provided with the first detailed engineering submission. Any balance owing for the final Engineering Review Fee shall be paid at the earlier of, third engineering submission or prior to final approval of the engineering drawings by the Town.

3.2. A detailed SWM report is required to be provided with the detailed engineering design submission that addresses all SWM-related comments to the FSSR outlined in the attached memo from the Town's Water Resources Engineer dated February 26, 2024. Furthermore, the following matters must be considered.

- a. 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 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.
- b. 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 HGL elevations.
- c. 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.
- d. The overland flow calculations must consider the worst-case scenario for the determination of flow volumes at each outlet.

3.3. Provide a detailed design brief and Operations and Maintenance Manual for the proposed SWM facilities. Monitoring program and equipment could be required as per the new requirements of the CLI ECA. Contact the Town's Water Resources Engineer for information.

3.4. Lots and blocks serviced by laneways, regardless of housing type, shall have all roof leaders directly connected to the municipal storm sewer unless otherwise approved. Provide further details for townhouse blocks along Lane 'B' to confirm service connection locations as no storm sewer is proposed along Lane 'B'.

3.5. Minimize 3:1 embankment shown on the park block by sloping from east to west using the maximum allowable grade. Coordinate with Parks Planning of Community Services for more information.

3.6. To address lot level low impact development (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.

3.7. 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 CBs, per Town standards and documentation regarding the recommended use of ICDs within the proposed subdivision shall be provided.

3.8. The use of sump pumps is discouraged. If the use of sump pumps is unavoidable, a design that is not hydraulically connected to the storm sewer system is preferred. For lots backing onto the proposed SWM pond shown on the FSSR, the sump pumps can be discharged to the surface within the backyard.

3.9. 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.

3.10. 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.

3.11. 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).

3.12. On-road cycling facilities are to be integrated with the trails network at locations where off-road facilities are provided (e.g., signage, rest stops and/or other enhancements).

3.13. 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.

3.14. The Subdivider shall address mail delivery provisions for any proposed phasing of the development as required.

3.15. 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.

3.16. Per the recommendation within the FSSR, topsoil thickness for landscaped areas within the development is to be increased to 300mm.

3.17. 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.

3.18. 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.

### **Financial Services – Development Charges**

The following pertains to Town of Whitby Development Charges only, based on current Provincial legislation and Town of Whitby by-laws (subject to change). Additional information can be found at [https://www.whitby.ca/en/work/development-charges.aspx?\\_mid\\_=3457](https://www.whitby.ca/en/work/development-charges.aspx?_mid_=3457). This development will also be subject to development charges and DDSB/DCDSB education development charges, please reach out to them directly with any questions.

#### **Development Charges**

- Will be owing for both the residential and non-residential development.
- Under Section 26.2 of the Development Charges Act.
  - The base DC rate(s) will be set as of the Zoning By-law Amendment application submission date.
  - Interest will accrue on the base DC rate(s), from the date of site plan application submission until the date of building permit issuance. Per the DC Act, the interest is set at Prime +1% adjusted quarterly.
  - The applicant has 2 years from the date of Zoning By-law application approval to obtain a building permit. Otherwise, Section 26.2 no longer applies, and instead the applicable DC rate(s) are the current posted rates in effect as of the building permit issuance date.
- If this development is a condo, development charges are payable prior to the issuance of the 1st building permit. If this development is entirely rental housing development charges shall be payable as per Section 26.1 of the DC Act.

- If this development includes affordable or attainable units (as defined in Section 4.1 of the DC Act), those units are eligible for DC exemptions.
- If this development includes rental housing or institutional development, Section 26.3 of the DC Act allows for development charges to be paid in equal annual installments beginning upon occupancy.
- If this development includes rental housing, Section 26.2 (1.1) of the DC Act allows for additional development charge reductions based on number of bedrooms per unit.
- If a building is being demolished to make way for this redevelopment, the applicant has 5 years from the date that the demolition permit was issued to obtain the new building permit to qualify for a redevelopment credit.

#### Parkland Dedication / Cash-in-Lieu

Shall be applicable as per the Planning Act and Town of Whitby By-Law for both the residential and non-residential development.

- If utilizing a CIL, a land appraisal is required at the cost of the developer and will remain current for a maximum period of one (1) year.
- If CIL has previously been applied, a reduction in the amount owing will be applied.
- If CIL has not previously been applied, only the incremental residential units are used for the calculation of the CIL value.

#### **Fire and Emergency Services**

1. A firebreak layout shall be provided prior to approval
2. Hydrants shall be provided throughout the site according to Durham region specifications. In addition, Whitby Fire and Emergency Services is requesting hydrants at the following locations:
  - i. Intersection of lane A & Street C
  - ii. Intersection of lane A & Street D
  - iii. Intersection of lane B & Street D
  - iv. Intersection of lane B & Street C

#### **Strategic Initiatives**

##### Sustainability Comments

Sustainability Staff acknowledge and appreciate the sustainability considerations outlined in the Whitby Green Standard (WGS) Checklist that highlights the Applicant's intention to comply with Tier 1. We can confirm the Whitby Green Standard Checklist and Sustainability Rationale Report meet the Tier 1 requirements at this stage.

Staff request more detail be provided as the application progresses into the detailed design phase. When details are available, staff request that the Sustainability Rationale Report and WGS Checklist be updated to ensure the submitted Green Standard documentation reflects the most up-to-date information included in the Plan of Subdivision Agreement.

## **External Agencies**

### **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](mailto: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.

### **Canada Post**

Canada Post has no objections for the proposed development.

Service type and location

1. Canada Post will provide mail delivery service to this development through Community Mailboxes and centralized mailroom (if applicable).
2. 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 209 units in the subdivision, we have estimated 7 sites are required.
3. Mixed Use (Future Development Block): 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.
4. Buildings with more than 99 self-contained units require mandatory rear loading lockboxes.
5. Please see attached linked for delivery standards:  
[http://www.canadapost.ca/cpo/mr/assets/pdf/business/standardsmanual\\_en.pdf](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.

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.

Please include Appendix A & B along with the developer timeline, obligations, and installation within the subdivision agreement for this application. This particular development is subject to the Canada Post clearance letter for approval.

#### Appendix A

Brooklin (AD) Limited Partnership. covenants and agrees to provide the Town of Whitby with evidence that satisfactory arrangements, financial and otherwise, have been made with Canada Post Corporation for the installation of Community Mailboxes as required by Canada Post Corporation and as shown on the approved engineering design drawings/Draft Plan, at the time of sidewalk and/or curb installation. Brooklin (AD) Limited Partnership. further covenants and agrees to provide notice to prospective purchasers of the locations of Community Mailboxes / Rear Loading Lobby Mail Panels and that home/business mail delivery will be provided via Community Mailboxes or Rear Loading Lobby Mail Panels.

#### Appendix B

##### Additional Developer Requirements:

1. The developer will consult with Canada Post to determine suitable permanent locations for the Community Mailboxes or Lock box Assemblies (Mail Room). The developer will then indicate these locations on the appropriate servicing plans.
2. The developer agrees, prior to offering any units for sale, to display a map on the wall of the sales office in a place readily accessible to potential homeowners that indicates the location of all Community Mailboxes or Lock Box Assemblies (Mail Room)., within the development, as approved by Canada Post.
3. The owner/developer will be responsible for officially notifying the purchasers of the exact Community Mailbox locations prior to the closing of any home sales with specific clauses in the Purchase offer, on which the homeowners do a sign off.
4. The Builder/Owner/Developer will confirm to Canada Post that the final secured permanent locations for the Community Mailboxes will not be in conflict with any other utility; including hydro transformers, bell pedestals, cable pedestals, flush to grade communication vaults, landscaping enhancements (tree planting) and bus pads.
5. The developer agrees to include in all offers of purchase and sale a statement which advises the purchaser that mail will be delivered via Community Mailboxes or Lock Box Assemblies (Mail Room). The developer also agrees to note the locations of all Community Mailboxes or Lock Box Assemblies (Mail Room)., within the development, and to notify affected homeowners of any established easements granted to Canada Post to permit access to the Community Mailboxes or Lock Box Assemblies (Mail Room).

6. The owner/developer will agree to prepare and maintain an area of compacted gravel to Canada Post's specifications to serve as a temporary Community Mailbox location. This location will be in a safe area away from construction activity in order that Community Mailboxes may be installed to service addresses that have occupied prior to the pouring of the permanent mailbox pads. This area will be required to be prepared a minimum of 30 days prior to the date of first occupancy.
7. The owner/developer will install concrete pads at each of the Community Mailbox locations as well as any required walkways across the boulevard and any required curb depressions for wheelchair access as per Canada Post's concrete pad specification drawings
8. The developer agrees to provide the following for each Community Mailboxes or Lock Box Assemblies, and to include these requirements on the appropriate servicing plans: (if applicable)
  - Any required walkway across the boulevard, per municipal standards
  - If applicable, any required curb depression for wheelchair access, with an opening of at least two meters (consult Canada Post for detailed specifications)

### **Central Lake Ontario Conservation Authority (CLOCA)**

Subsequent to providing comments to the Town of Whitby on the third submission for these applications, Central Lake Ontario Conservation Authority (CLOCA) received a direct submission from SCS Consulting Ltd in response to our outstanding comments. CLOCA staff have reviewed the submitted materials and can report that all previous comments have generally been addressed to our satisfaction and any outstanding details can be addressed through conditions of draft plan approval. Please note that acceptance of this draft plan of subdivision does not include full endorsement of the associated SAS Report. If you have any questions related to this matter, please contact CLOCA. At this time, we offer the following recommendations regarding any approval of these applications.

#### **Zoning By-law Amendment (Z-21-21)**

CLOCA staff recommend that all blocks containing hazard lands, associated features, and their development setbacks be zoned Natural Heritage System (NHS-B) or Natural Hazard (NH-B) as per zoning by-law 1784 or the equivalent. No lot lines or associated development should occur within these lands.

#### **Draft Plan of Subdivision (SW-2021-12)**

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 2B. In particular, the SWM pond will accommodate the overland flow to the main cell of the pond (consistent with CLOCA's SWM Guideline) to the extent that is technically feasible based on the limitations related to the need for a maintenance access road and inlet sewers to accommodate the future Street 'A'.
  - b. The intended means to maintain appropriate water balance for the subject lands and to the adjacent hydrologic features (e.g., wetlands, headwaters, watercourses) as part of this development. This report will include details on how the water balance and recharge on these lands will be maintained to support the unique fen wetland community found on adjacent lands to the south.
  - c. The intended means to mitigate any potential impacts to the sensitive fen wetland community on adjacent lands to the south as part of the design and construction of the eastern stormwater management pond (Block 133).
  - d. The intended means to design, install, access, maintain and monitor any proposed Low Impact Development (LID) measures as part of this development.
  - e. 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. The Subdivider agree that prior to any removal of vegetation or site alteration for the purpose of an off-road trail within Blocks 135 that an off-road Trail Impact Study will be completed to the satisfaction of the Town and Central Lake Ontario Conservation Authority.
3. That the Subdivider agree that prior to any site alteration that a Restoration and Enhancement Strategy as outlined in the supporting Environmental Impact Study will be provided and approved by the Town and Central Lake Ontario Conservation Authority.
4. That the Subdivider shall agree within the Subdivision Agreement to erect a permanent fence between the boundary of Block 135 and any residential lands, to prevent any direct entry of landowners/occupants from private lands into this

Block. 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 42/06, 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.
  - b. 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.
  - c. 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.

#### **Conseil Scolaire Viamonde**

The Conseil Scolaire Viamonde has no comment.

#### **Durham Catholic District School Board**

Planning staff at the Durham Catholic District School Board have reviewed the above noted planning applications and have no objections to the proposed development.

This development is located within the boundary of St. Bridget C.S. located at 200 Carnwith Drive West, Brooklin.

#### **Durham District School Board**

The DDSB has no concerns at this time.

DDSB staff continue to be open to discussions with the Town and its development partners to identify an appropriate site that would meet elementary school needs within the larger development area of the Brooklin Secondary Plan.

## **Elexicon**

Elexicon Energy Inc. has no objection to the proposed Site Plan Applications.

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 Elexicon's approved standards and clearances are followed, for all structures, equipment, and people.

## **Enbridge Gas Inc.**

Enbridge Gas Inc. does not object to the proposed application(s) however, we reserve the right to amend or remove development conditions.

This response does not constitute a pipe locate, clearance for construction or availability of gas.

The applicant shall contact Enbridge Gas Inc.'s Customer Connections department by emailing [AreaPlanning40@Enbridge.com](mailto:AreaPlanning40@Enbridge.com) to determine gas availability, service and meter installation details and to ensure all gas piping is installed prior to the commencement of site landscaping (including, but not limited to: tree planting, silva cells, and/or soil trenches) and/or asphalt paving.

If the gas main needs to be relocated as a result of changes in the alignment or grade of the future road allowances or for temporary gas pipe installations pertaining to phased construction, all costs are the responsibility of the applicant.

In the event that easement(s) are required to service this development, and any future adjacent developments, the applicant will provide the easement(s) to Enbridge Gas Inc. at no cost.

## **Region of Durham**

Provincial Plan Review Responsibilities

Archaeology

A Stage 2 Archaeological Assessment was undertaken by Archeoworks Inc. (September 2022). No further archaeological assessment is required. The Archaeological Assessment was submitted to the Ministry of Citizenship and Multiculturalism who provided their clearance letter dated October 4, 2022. There are no further concerns related to archaeology and the Region's conditions of draft approval shall be revised.

#### Noise

A Revised Environmental Noise Report, prepared by YCA Engineering (November 2023) was submitted in support of the application. This revised report provides noise mitigation measures and warning clauses for the proposed development and is acceptable to the Region. Recommendations from the Noise Report must ultimately be included in Whitby's Subdivision Agreement to the satisfaction of the Region of Durham.

#### Potential Site Contamination

A Phase One Environmental Site Assessment (ESA) for the Western Portion of 7362 and 7432 Ashburn Road, prepared by Soil Engineers Ltd. (December 6, 2023) was submitted. The Phase One ESA recommends that a Phase Two ESA be undertaken due to the use of pesticides during the agricultural activity at the site.

A Phase One ESA for the East Portion of 7362 and 7432 Ashburn Road, also prepared by Soil Engineers Ltd (December 6, 2023) was also submitted. The Phase One ESA recommends that a Phase Two ESA be undertaken due to the presence of Potentially Contaminating Activities on site.

The Regional Reliance Letter and Certificate of Insurance (template attached) should also be submitted. This can be addressed as a condition of draft approval. Additionally, it should be noted that all ESA work is valid for up to 18 months. As such, as a condition of draft plan, an updated reports may be required.

#### Municipal Servicing

All units within the proposed development shall be serviced by Regional sanitary sewer and water supply only within the standard width right of ways. The Region will not permit the construction of sanitary sewer and water mains within Lane A, Lane B and Lane C. The units fronting Ashburn Road and Street A shall be serviced with regional municipal sanitary sewer and water supply from the aforementioned roads.

#### Water Supply

The subject property is located within the Zone 4 water supply system for Whitby (Brooklin). The estimated static water pressure for this area ranges between 373 kpa (54 psi) to 549 kpa (79 psi).

The Zone 4 maximum servicing ground elevation is approximately 220 m. Any ground elevation above 220 m will require Zone 5 water and at this time the Zone 5 water pressure district and supply system has not been established.

According to our calculations, the current population within the Zone 4 water pressure district is at the current theoretical capacity for the pumps supplying water to Zone 4 area. The Region has undertaken an assessment to determine whether modifications can be made to the existing pumping station located at the Thickson Road Reservoir to increase the service population on an interim basis prior to the construction of an additional Zone 4 pumping facility and the construction of the Zone 4 reservoir.

The full build out of the West Brooklin Growth Areas will require the construction of a Zone 4 reservoir, a Zone 4 pumping station, and a Zone 5 pumping station.

### Sanitary Servicing

Sanitary servicing to the subject lands is currently unavailable. Sanitary servicing to the lands is dependent upon the extension of sanitary sewers through sequential developments to the south of the subject property.

There are extensive downstream sections of sanitary sewer that will need to be installed to support development of this site.

As Brooklin expands, it is estimated that the sewage flows will exceed the conveyance capacity of the Corbett Creek Trunk Sanitary Sewer. Prior to the trunk sanitary sewer capacity being exceeded, the Region's conceptual plans call for a sanitary pumping station to be constructed to convey flows from Brooklin to the east via forcemain to the Conlin Road Sanitary Pumping Station, in turn to the Courtice Trunk Sanitary Sewer, and ultimately to the Courtice WPCP.

### Waste Management

Any dead-end municipal road(s) must be designed and built with a permanent or temporary, cul-de-sac. If the residential development is built in stages or by multiple builders, municipal waste service may be delayed to completed homes due to access availability. All municipal road networks will be reviewed through the draft plan approval process and through the detailed design of any phase limits to ensure it complies with the Waste By-law 46-2011. All municipal roads, including rear laneways, must be built to a Regionally approved, area municipal standard road cross sections.

Only Blue Box recycling collection is provided by the Region in the City of Oshawa and Town of Whitby

### Conclusion

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

### Conditions of Draft Approval of Plan of Subdivision S-W-2021-12

1. The Owner shall prepare the final plan and shall include a land use table on the basis of the approved draft plan of subdivision, prepared by Malone Given Parsons, identified as file number 20-2916, dated March 6 2024, which illustrates

104 single-detached units, 148 townhouse units, a future development block, park blocks, open space block, stormwater management pond, natural heritage system block, roads and road widening blocks.

2. The Owner shall name road allowances included in this draft plan to the satisfaction of the Region of Durham and the Town of Whitby
3. The Owner shall submit plans showing the proposed phasing to the Region for review and approval if this subdivision is to be developed by more than one registration.
4. The Owner shall grant to the Region, any easements required to provide Regional services for this development. The easements shall be in locations and of such widths as determined by the Region.
5. 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 Subdivider 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.
6. 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.
7. 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 Subdivider and the Region concerning the provision and installation of sanitary sewers, water supply, roads and other Regional services.
8. 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. Depending on the nature of the proposal or the findings of any Record of Site Condition (RSC) Compliant Phase One Environmental Site Assessment (ESA), an RSC Compliant Phase Two ESA may also be required. The findings of the Phase Two ESA could also necessitate the requirement for an RSC through the Ministry of the Environment Conservation and Parks, accompanied by any additional supporting information.
9. The Owner shall agree in the Town of Whitby Subdivision Agreement to implement the recommendation of the report, entitled "Environmental Noise

Assessment - Revised" prepared by YCA Engineering dated October 2021, Revised November 2023, which specifies noise attenuation measures for the development. The measures shall be included in the Subdivision Agreement and must also contain a full and complete reference to the noise report (i.e., author, title, date, and any revisions/addenda) and shall include warning clauses identified in the study.

## **Rogers Communications**

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.