Attachment #8

Agency and Stakeholder Detailed Comments DEV-02-22 (SW-2022-01 and Z-02-22)

Internal Departments

Whitby Engineering Services

The Draft Plan of Subdivision proposes to develop a subdivision including low density residential blocks with 860 to 965 residential unit consisting of 510 to 615 single detached units, 100 back-to-back townhouse units, 128 street townhouse units, and 122 rear access townhouse units. An elementary school, secondary school, local park, parkette, trail head, stormwater management pond blocks, natural heritage systems blocks, vista blocks, road widenings, public roads, and laneways.

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

The Engineering Services, Development Engineering Section, has conducted a preliminary review of the circulated materials outlined below for the Draft Plan of Subdivision and Zoning applications:

• Revised Draft Plan of Subdivision, Malone Given Parsons (MGP) revised May 10, 2024.

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 in order for the proposed subdivision to conform to the Town's Design Criteria and Engineering Standards.

A. 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 attached a Composite Transportation Component Plan (CTCP) as Attachment 1.0 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.

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.

Asset	Quantity
Roads	14.7 lane-km
Sidewalks/Multi-use paths	13.7 km
Storm Sewers	7.1 km
Ponds	4.7 ha
Natural Heritage System	26.9 ha
Local Parks	1.4 ha
Parkette	0.4 ha

- 1. Engineering Services requires the following Conditions of Draft Approval:
 - 1.1. The Subdivider shall convey the following to the Town:
 - a. Block 75 for Local Park;
 - b. Blocks 76, 77 and 78 for Parkettes/Trail Heads;
 - c. Blocks 79 and 80 for Stormwater Management Facilities (SWMF);
 - d. Blocks 81 to 83 for Natural Heritage Systems;
 - e. Blocks 84 to 90 for Walkways;
 - f. Block 92 to 95 for Road Widening; and,
 - g. Block 96 to 100 for Municipal Use/Grading.
 - 1.2. 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) and Active Transportation Plan including but not limited to the final right-of-way widths, alignments, and horizontal and vertical designs of Street 'A;'
 - 1.3. The Subdivider shall be responsible for sidewalk and/or multi-use path installation in the following locations:
 - a. 3.0m wide multi-use path on the west side and 1.8m wide concrete sidewalk on the east side of Street 'A' except along Block 75 Local Park where a 2.5m wide concrete sidewalk is required;
 - b. 3.0m wide multi-use path on the south side and a 1.8m wide concrete sidewalk on the north side of Street 'B';

- c. 2.5m wide concrete sidewalk on the west side and 1.8m wide concrete sidewalk on the east side of Street 'C';
- 2.5m wide concrete sidewalk on the east and north sides of Streets 'D'/'J' along the school block frontage and 1.8m wide concrete sidewalk on the other side;
- e. 2.5m wide concrete sidewalk on the north side and 1.8m wide concrete sidewalk on the south side of Street 'E';
- f. 2.5m wide concrete sidewalk on the south side along the local park frontage and 1.8m wide concrete sidewalk on the north side of Street 'T';
- g. 2.5m wide concrete sidewalk on the north side along the local park frontage and 1.8m wide concrete sidewalk on the south side of Street 'U';
- h. 2.5m wide concrete sidewalk on the west side and 1.8m wide concrete sidewalk on the east side of Street 'V'; and;
- i. 1.8m wide concrete sidewalk on both sides of all other streets including culde-sacs.

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

1.4. The Subdivider shall be financially responsible for the reconstruction and urbanization of the south side of existing Brawley Road along the development frontages to a Type 'A' Arterial Town standard or as required to service the needs of the proposed development, from Thickson Road to Street 'A' to the satisfaction of the Engineering Services.

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 conditions that match existing, along the external road frontages, can be considered.

- 1.5. The Subdivider shall be responsible for intersection controls at Street 'B'/Thickson Road and Street 'P'/Thickson Road to the satisfaction of the Town of Whitby and the Region of Durham. If required, the Subdivider shall be responsible for implementing any plan changes associated with the final acceptable intersection control designs.
- 1.6. The Subdivider shall ensure that Street 'P' at Thickson is aligned with any future street on the west side (i.e., 7510 and 7570 Thickson).
- 1.7. 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.

1.8. The Subdivider shall address the comments provided in a separate memo from Transportation Services dated April 15, 2024 (Attachment 2.0) prior to detailed design.

As part of the revised TIS, it shall be demonstrated that 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) are in conformance to street classifications, Transportation Association of Canada (TAC) guidelines and Town of Whitby Design Criteria and Engineering Standards.

Sightline analysis must also be provided at all skewed intersections.

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.

- 1.9. The Subdivider shall provide a permanent emergency access for Street 'Q' as per the Town's criteria to the satisfaction of Fire Services.
- 1.10. 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.
- 1.11. 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.
- 1.12. 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.
- 1.13. The Subdivider shall provide a revised Environmental Constraints Plan (ECP) showing development limits along Natural Heritage System (NHS) areas. The development limits shall be based on environmental features/constrains, 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 100-year 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 (DP) prior to final approval.

1.14. 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.

- 1.15. Northern lots on Block 1 affected by the temporary cul-de-sac shall be placed on hold until such time as the adjacent development land to the north is developed.
- 1.16. The Subdivider agrees that if at the time of detailed design, should the final roundabout designs identify 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.
- 1.17. Due to the nature and design of the proposed neighbourhood roundabouts, driveway access may be restricted for some of the lots and units within the limits of the splitter islands. Purchase and sale agreements for the affected lots and units shall contain a warning clause to this effect to be registered on title.
- 1.18. The infiltration chambers proposed within Park Block 75 are to be designed to meet all relevant Town, CLOC and MOECP criteria. Any change to the design that may affect the layout of the chamber system is subject to Community Services acceptance with respect to the overall park design and fitment.
- 1.19. Block 26 shall be placed on hold until such time as the Town is in receipt of a satisfactory park design for Block 75 and the infiltration chamber design has been sized to suit. Should modifications to SWM block 80 be required to properly treat additional storm flows from the site based on the final infiltration chamber design, a portion, or all of, the lands from Block 26 shall be conveyed by the Subdivider to the Town (SWM Block 80) to suit the final required SWM facility design.
- 1.20. SWM Blocks 79 and 80 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.

Pond sizing shall also include drainage areas for the ultimate improvements and urbanization of external roads that are tributary to the site.

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.

1.21. 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.

- 1.22. 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.
- 1.23. The Subdivider shall construct all required 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.
- 1.24. 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.
- 1.25. The Subdivider shall be responsible for providing service connections and a suitable storm drainage outlet for flows associated with Park Block 75 if required and to the satisfaction of Engineering Services and the Community Services Department.
- 1.26. The Subdivider shall provide preliminary driveway layouts for Blocks 64, 67 and 68 along the laneway +/- 90° bends to confirm adequate driveway spacing (refer to Standard 411). The plan for registration must be revised to accommodate any required changes.
- 1.27. All window streets shall be designed such that they provide for positive boulevard drainage to their respective roadways, while complying with minimum and maximum boulevard grade criteria. Any grade difference between window streets and adjacent roads shall be addressed through the use of maximum 3:1 sloping within a buffer block between the two (2) rights-of-way. Buffer blocks shall also be sized to accommodate any grading requirements to facilitate sidewalk connections to the adjacent street.
- 1.28. 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.
- 1.29. 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 engineering submission will not be provided final acceptance until it is confirmed that the drawing set-up conforms to this requirement.
- 1.30. 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.

- 1.31. 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 Authority (CLOCA). The Subdivider shall protect all proposed private dwellings from the seasonal high-water table where applicable.
- 1.32. 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.
- 1.33. 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.
- 1.34. 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, 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.
- 1.35. 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.
- 1.36. 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 Services of the Town of Whitby.

- 1.37. 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.
- 1.38. 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.
- 1.39. The Subdivider shall provide a copy of the approved individual lot grading plan (i.e., siting) to each lot purchaser prior to closing.
- 1.40. The Subdivider shall agree to implement the recommendations of all reports submitted in support of the application.
- 1.41. The Subdivider shall be responsible for satisfying any additional requirements identified by the Engineering Services not specifically listed above.

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

- **B.** Informational Comments
- 2. The following items can be addressed through the Engineering Submission and Subdivision Agreement process:
 - 2.1. An initial deposit for the Engineering Review Fee in the amount of \$9,686.50 or 50% of the Engineering Review Fee based the estimated cost of works, whichever is greater, shall be paid to the Town prior initiating processing of the engineering drawings. Any balance owing of 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.
 - 2.2. 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, to confirm 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.
 - 2.3. An optional residential lot layout is to be provided for the School Blocks in the event that the site(s) are not developed as school(s).

The storm drainage plan shall show drainage boundaries for both development scenarios for the proposed School Block; one for development

as a school site, and one for possible residential development. The receiving storm sewers shall be sized for the most conservative development scenario.

- 2.4. Sufficient grade is present within the road network such that the 100-year capture point at the intersection of Street 'A' and Street 'B' is not necessary. Revise the design to remove the 100-year capture point.
- 2.5. Provide a detailed SWM Report at the design stage that considers the following:
 - a. Pond design, pond and related structures drawings, clay liner information, overland flow route calculations, emergency spillway details (i.e.,100-year uncontrolled flow), and storm sewer design sheets.
 - b. 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 line (HGL) elevations.

The SWM Report should also address the following Functional Servicing and Stormwater Management Report comments:

- c. More clarity is required for the drainage area contributing to the park infiltration gallery including:
 - i. Drawing 6.3 illustrates the Low Impact Development (LID) infiltration gallery collector pipe terminating well short of the extents of the frontages noted as contributing roof drainage to the facility. The detailed SWM Report will need to provide a more accurate figure and clearly identify areas contributing to the LID facility.
 - Townhouse blocks are to have all roof water leaders (including rear leaders) directly connected to storm sewers as per Town Standard B3.13.1. Revise the infiltration gallery design to include the rear roof area of townhouse blocks. Please ensure the water balance calculations take these requirements into consideration.
 - iii. Provide supporting information on how the roof area for the secondary school was determined. To ensure the infiltration facility is appropriately sized, the water balance design is to consider a scenario in which the school block is not purchased by the school board and developed as residential lots.
- d. A digital copy of the Visual Otthymo and PCSWMM model are to be included in all future submissions.
- e. We note the following issues/concerns with the PCSWMM model to be addressed:
 - i. A base flow was included in maintenance hole MH_1. Please provide the reasoning for the including of a base flow for the storm sewer system.

- ii. The report shall provide a description on how the model incorporates the rooftop diversion into the system.
- iii. The school sites have not been included in the model. Drainage from the school sites shall be included when establishing the 100-year hydraulic grade line.
- iv. The stormwater management pond storage elevations shall be incorporated into the design.
- f. Provide layout, cross-sections, 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.
- g. The infiltration system within the park block is to provide the required separation from the seasonally high groundwater table per Ministry of Environment, Conservation, and Parks design guidelines. Supporting information will be required as part of the detailed design.
- h. A hammerhead turning area can be used in lieu of a cul-de-sac in the SWM facility maintenance access design. The hammerhead is to have a minimum hammerhead width of 17.0m and a 12.0m centreline turning radius.
- i. Supporting calculations will be required demonstrating that major flows on Street 'A' are conveyed west to the SWM facility and do not continue south within the Street 'A' gutter.
- j. Ensure drawings 6.3 and 6.2 roof drainage area to park storage system boundary have the latest roof drainage boundary limits.
- k. The external area west of Thickson is specified with a coefficient of 0.45. This coefficient is very low and needs to be confirmed.
- I. Per Town Standards, the runoff coefficient for laneway townhouse is to be a minimum of 0.85.
- 2.6. Provide a pedestrian cross-over (PXO) along the following;
 - a. North intersection of Street 'A' and Street 'X'.
 - b. South intersection of Street 'A' and Street 'O'.
 - c. West intersection of Street 'B' and Street 'C'.
- 2.7. Functional Grading Plan:
 - a. Ensure that the 3:1 slope shown within the NHS will not conflict with the Town's 6m wide access corridor.
 - b. Revise roundabout grading to remove any sag points and any major flow capture points as sufficient grade appears to be available within the road network.
- 2.8. Functional Servicing Plan:
 - a. Ensure all first upstream storm sewer leg have a minimum 1% slope.

- b. Minimize storm sewer depth as close to standard depth as feasible, as there appears to be some unnecessarily deep sewers proposed.
- 2.9. Provide an Operations and Maintenance Manual (OMM) for the proposed SWM facilities, including the park underground SWM facility. The OMM should include monitoring program and associated instruments.
- 2.10. Lots and blocks serviced by laneways, regardless of housing type, shall have all roof leaders directly connected to the municipal storm sewer fronting the unit, unless otherwise approved.
- 2.11. 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.
- 2.12. 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.
- 2.13. The use of sump pumps is discouraged and shall be approved on a case-bycase basis subject to reasonable justification.
- 2.14. 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.
- 2.15. 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.
- 2.16. 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.
- 2.17. 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).
- 2.18. 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).

2.19. 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.

- 2.20. The Subdivider shall address mail delivery provisions for any proposed phasing of the development as required.
- 2.21. 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.
- 2.22. 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.
- 2.23. Explore increasing topsoil thickness to 300mm for all pervious areas within the development as a low impact development measure.
- 2.24. 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.
- 2.25. 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.

Whitby Planning and Development

The Planning and Development Department has reviewed the submission materials and are satisfied, subject to addressing revisions and requirements outlined by other commenting agencies.

Whitby Landscaping

Please see comments and conditions below:

1-Municipal Tree#145 (Black Walnut in good condition according to the Tree Inventory) is proposed for removal. An appraisal is required prior to removal.

Condition:

• The Subdivider shall ensure all municipal trees proposed for removal are appraised by an ISA Certified Arborist. The appraisal must be approved by the Town Forestry staff and the Subdivider shall provide cash compensation to the Town of Whitby Tree Reserve in accordance with the approved appraisal.

2-It seems that the NHS features including the woodlots and greenbelt buffers are intended to be protected by an ESC fencing as per EIS construction mitigation methods (pg69). The proponent should provide all tree protection alternatives (Tree hoarding, silt fencing, etc.) on a single plan (TPP), in order for Town staff to inspect and approve all required fencing on site accordingly. Currently the TPP does not illustrate any fencing along the NHS/Greenbelt features, nor along the hedge row south of lot 7905. There is also no hoarding shown around the Butternuts that are to be retained on site.

Conditions:

- The Subdivider shall provide a Tree Preservation Plan in coordination with an Erosion and Silt Control (ESC) fencing. Once installed, the Tree protection fencing is to be inspected and approved by the Town in advance of any on-site grading works.
- The Subdivider shall ensure any dead, diseased or hazardous trees adjacent to the proposed development are identified and removed in coordination with the Town Planning and Forestry staff.
- The Subdivider shall ensure all adjacent boulevards are urbanized, top-soiled, fine-graded, sodded and provided with buffer tree planting.

3-The VPZ buffers along the greenbelt and other NHS Blocks are to be planted according to an approved Edge Management and Enhancement plan. There should also be a compensation plan provided, following the vegetation loss of the isolated MAMM1 community.

Conditions:

- The Subdivider shall provide the Town with a detailed Compensation Planting Plan & NHS Edge Management, Restoration and Enhancement Plan through a revised EIS. Once approved, a cost estimate is to be provided so the town can secure these works through a Landscape LC.
- The Subdivider agrees that as soon as grading works are complete and prior to registration of the subdivision, the approved "Restoration Plan" will be implemented and stabilized to the satisfaction of Town of Whitby & CLOCA. Given that access to the proposed restoration areas within the Greenbelt may be restricted once construction of the buildings occurs, it is recommended that implementation occur prior to construction commencing and access to this area be restricted.
- The Subdivider shall ensure the success and management of the Restoration Plan is monitored for a 3-year period by the Landscape Consultant. Annual inspections with and reporting to both the Town and CLOCA is required during this period.
- The Subdivider shall ensure that hazardous trees along the edges of the limit of development are identified in advance and wherever adjacent to proposed development; on-site review with staff from the Town's Forestry staff (Operations) and landscape inspection (Planning) is required prior to anticipated removals and throughout the development process.

- The Subdivider shall convey protected and undevelopable lands to the Town where, in public ownership, the lands will be protected in perpetuity. This includes block 79-83; the Greenbelt lands to the east of the development (Block 82), NHS Blocks 83&81 & SWM Pond Blocks 79 & 80.
- The Subdivider shall ensure all black vinyl chainlink fences are designed and constructed in accordance with the relevant Engineering Standards to delineate Town blocks and Open spaces from private property.

4- Removal and injuries of Butternut trees are to be coordinated with MNRF.

Condition:

• The Subdivider shall ensure the three (3) Category 2 Butternuts to be removed and harmed will be registered and approved from the Ontario Ministry of Natural Resources and Forests prior to any disturbance.

5-CLOCA to confirm if they are satisfied with the proposed VPZ for cool/cold-water watercourse as per EIS appendix H.

Whitby Fire and Emergency Services

Whitby Fire and Emergency Services requires the following:

- A firebreak layout shall be submitted to the fire department for review and approval prior to site plan application;
- The location of all fire hydrants for the subdivision shall be indicated on the site plan;
- A secondary emergency access to Street K shall be provided from Thickson Road;
- If Street A is to be completed in multiple stages, a plan must be provided prior to first occupancy in that phase to ensure sufficient access for the review and approval of WFES; and,
- Fire hydrants shall be provided at the intersection of each Rear Access Townhouse Laneway.

Whitby Strategic Initiatives

Thank you for providing the updated Whitby Green Standard (WGS) Checklist and Sustainability Rationale Report. With the updated information provided in the updated WGS Checklist, and the Applicant's responses to the Sustainability Team's April 22, 2024, comments we can confirm that the mandatory Tier 1 requirements of the WGS have been satisfied, and we are pleased with the Applicant's commitment to achieving the voluntary Tier 3 requirements.

The commitments made in the WGS Checklist and Sustainability Rationale Report are to be fulfilled as per Schedule G of the Draft Plan of Subdivision Agreement.

Whitby Parks Planning

Parks Planning and Development has reviewed the third submission and subsequently met with the applicant on May 2nd to discuss comments. Parks Planning has the following comment regarding an off-road trail within Blocks 82.

• The provision of an off-road trail within Block 82 will provide an important recreational amenity and active transportation connection to the broader trail network. While the Town's 2021 Active Transportation Plan (ATP) does not specifically identify a trail in this location, the ATP is intended to be a flexible and evolving document and recognizes that opportunities for new trail connections may be identified at the development application stage. The draft plan proposes several pedestrian connections to the natural heritage system and a formal trail will ensure that a safe and accessible route is available to residents while protect the natural heritage features from unnecessary encroachment and disturbance.

Parks Planning is generally supportive draft plan approval, but has identified several items that will need to be addressed as part of the detailed design, including the proposed encumbrance of the park block. Accordingly, Parks Planning provides the following draft plan conditions:

- 1. 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. Parkland dedication will be calculated at a rate in accordance with the Town's Parkland Dedication By-Law and the Planning Act.
- 2. The Subdivider shall convey block 75 at a minimum size of 1.44 hectares 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.
- 3. The Town will consider the provision of a stormwater infiltration system within the park block if it cannot be accommodated elsewhere within the development such as within designated SWM Blocks, rear yard infiltration trenches, or open spaces, and it supports the achievement of highest tier of the Whitby Green Standards by providing a significant increase to the infiltration capacity for the development.
- 4. The parkland credit for any area of the park block encumbered by stormwater facilities, including the excavation setback zone, may be reduced at a rate determined by the Town and based on the detailed design and impact to the lifecycle of the park to the satisfaction of the Senior Manager of Parks Planning and Development. Encumbered parkland will only be accepted if it does not negatively influence the optimal park design, to the satisfaction of the Senior Manager of Parks Planning and Development.
- 5. Prior to acceptance of any stormwater management facilities within the park block and prior to approval of the detailed servicing and grading plans, the subdivider shall prepare detailed park design and grading plans, prepared by a

qualified landscape architect, that achieve the Town's park design and lifecycle criteria, outlined below, to the satisfaction of the Senior Manager of Parks Planning and Development.

- 6. The applicant shall submit a detailed park design and grading plans and supporting documentation addressing the following park design and lifecycle criteria, to the satisfaction of the Senior Manager of Parks Planning and Development:
 - a. The proposed shape, orientation and size of the footprint of the underground stormwater facility be reconfigured and/or reduced to accommodate the Town's required park facilities and design requirements.
 - b. Park facilities and amenities shall include:
 - i. Separated junior and senior playgrounds (minimum combined size of 750m2)
 - ii. Two tennis courts (31m x 35m), oriented north-south
 - iii. Multi-skills court (36m x 19m), oriented north-south and setback 40 metres from any residential uses
 - iv. One shade structure (minimum 64m2)
 - v. Asphalt walkways (2.5m)
 - vi. Seating/benches
 - vii. Large open lawn area (minimum 2,500m2)
 - viii. Tree planting, including continuous perimeter tree planting along all street frontages.
 - c. Outline of the stormwater management facility plus the setback for future excavations of the stormwater management structure using a width that is equal to approximately 1.2 times the dimension from surface grade to the underside of the base of the stormwater management structure.
 - d. All permanent park structures and trees shall be located outside of the footprint of the stormwater facility, including the excavation setback zone.
 - e. Provision of sufficient soil to a minimum depth of 1.5 metres as measured from the top of any granular material to the finished grade of the park.
 - f. Demonstrate that no disruption to the ongoing usage of the park facilities by the public will occur based on the preparation of a construction management plan for the lifecycle replacement of the stormwater management facility. The plan should illustrate ongoing park access, tree preservation measures, safety fencing and mitigation of any construction areas, solution to soil storage, construction access/staging, dust control, and any other requirements to the satisfaction of the Town.
- 7. If the park design and lifecycle replacement criteria cannot be satisfied due to the proposed stormwater encumbrance to the satisfaction of the Senior Manger of Parks Planning and Development, then an alternative stormwater management solution will be required and the subdivider shall be responsible to revise the

draft plan of subdivision and engineering documents as necessary to accommodate the stormwater infrastructure elsewhere within the development.

- 8. Parkette blocks 76 and 77 identified on the draft plan dated May 1, 2024 will not be eligible for any parkland credit. These block shall be revised and renamed to Open Space Blocks 76 and 77 if the intent is to convey these lands to the Town.
- 9. 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.
- 10. After completion of park grading works, the subdivider shall provide an as-built grading plan and geotechnical report, prepared by a qualified person, for all park blocks, to the satisfaction of the Senior Manager of Parks Planning and Development.
- 11. The Subdivider shall provide the following servicing and utility connections to park block 75, to the satisfaction of the Senior Manager of Parks Planning and Development and in accordance with the Town's Design Criteria and Engineering Standards:
 - a. A stormwater catch basin at the low point of each catchment area(s) within the park block.
 - b. A 200 mm sanitary connection extending 1 metre into the park and terminating in a manhole at an elevation flush with the adjacent grades.
 - c. 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.
 - d. A single-phase electrical connection.
- 12. The Subdivider agrees to convey all natural heritage blocks (Block 81, 82, and 83) to the Town in a physical condition to the satisfaction of the Parks Planning and Development Department, upon registration of the plan of subdivision.
- 13. The Subdivider shall be responsible for detailed design and construction of the off-road trails within the subject draft plan of subdivision, including Natural Heritage Blocks 82 and 83, to the satisfaction of the Senior Manager of Parks Planning and Design and shall secure any additional permits or approvals at no cost to the Town.
- 14. All trails, trail crossing, bridges, boardwalks, culverts, structures shall be designed and constructed by the developer at their cost, in accordance to Community Services Department, Parks Development Division requirements.
- 15. The composite transportation plan shall be revised to identify an off-road trail within Natural Heritage Block 82, which shall run the length of Block 82 and

connect from Brawley Road to Block 95. Where the off-road trail runs parallel to the SWM maintenance road within Block 80, the maintenance road shall be utilized for that section of trail.

- 16. An off-road trail crossing of Tributary B / NHS Block 83 shall be identified on the composite transportation plan from the north termination of the trail within Block 83 to cul-de-sac at the north of Street Q or an alternative location to the satisfaction of the Senior Manager of Parks Planning and Development.
- 17. 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.
- 18. 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.
- 19. Prior to registration, the subdivider shall secure approval of the trail design from CLOCA and any other applicable approval authorities.
- 20. 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.
- 21. 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.

- 22. 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.
- 23. 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.
- 24. The Subdivider agrees to install a 1.2 metre black vinyl standard park fence where any open space and park blocks abut residential lots.
- 25. The Subdivider shall be responsible for satisfying any additional requirements identified by Parks Planning and Development not specifically listed above.

Whitby Financial Services – Development Charges

The following pertains to Town of Whitby development charges (DCs) only, and is based on current Provincial legislation and the Town of Whitby's current DC by-law. Additional information can be found on the Town's DC Webpage.

The Zoning By-Law Amendment application was submitted after January 1, 2020, as such, the calculation of development charges for development on the applicable property falls under section 26.2 of the Development Charges Act, 1997.

- The base development charge rate will be set at the DC rate in effect as of the date of Zoning By-Law Amendment application submission.
- Interest will accrue on the base rate from the date of application submission, until the date of building permit issuance.
- The applicant has 2 years from the date of Zoning By-Law Amendment application approval to pay development charges/obtain a building permit; otherwise section 26.2 of the Act no longer applies, and any required development charges would be payable at the current posted rate in effect, as of the date of building permit issuance.

For any development that falls outside of the Zoning By-Law Amendment application area, the current posted development charge rate at the time of building permit issuance applies.

Development charges are payable in full, prior to the issuance of the building permit. The Town of Whitby *currently* permits development charges to be paid up to 60 days in advance of the building permit issuance, without incurring additional interest under section 26.2 of the Act or incurring a top- up charge should the Town's current posted DC rates change in that time period. Based on the timing of the development, current legislation/by-laws/practices may change; the DC Webpage will provide up-to-date information on Development Charges.

The applicant is also encouraged to contact the Region of Durham and DDSB/DCDSB for questions DC/EDC they may also charge on this development.

External Agencies

Region of Durham

We have completed our review of the third submission material and the following comments are offered. Comments were previously provided by the Region on October 12, 2022 and August 15, 2023. The revised application proposes to develop the following:

- 510 615 Single-detached dwellings;
- 128 Street Townhouse dwellings;
- 122 Rear lane Townhouse dwellings; and
- 100 Back to Back Townhouse dwellings.

The related zoning by-law amendment application is required to facilitate the proposed subdivision development.

Provincial and Regional Land Use Policies

Provincial Policy Statement

As noted in our October 2022 letter, the proposed development provides a range of housing types allowing for a compact, efficient use of land and infrastructure as directed by the policies of the Provincial Policy Statement (PPS). Additionally, staff from the Central Lake Ontario Conservation Authority (CLOCA) have advised in their letters dated August 11, 2023 and April 24, 2024, that they are willing to accept the current development layout which provides on average a 60 metre natural hazard corridor. As such, the proposed development conforms to the policies of the PPS.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) encourages new development in greenfield areas to achieve complete communities, affordable housing options, support active transportation, and encourage the integration of transit services. The Growth Plan requires that the development of greenfield areas meet a minimum density target of 50 residents and jobs combined per hectare. Further, large scale development within designated greenfield areas are to be informed by subwatershed plans and must not negatively impact the natural heritage features or hydrologic functions.

The proposed development generally meets the minimum density target and provides a mixture of housing types. As well, CLOCA has advised they are willing to accept the

current development layout. The proposed development conforms with the policies of the Growth Plan.

Durham Regional Official Plan (ROP)

The ROP designates the subject lands as "Living Areas", and "Major Open Space Areas" on the eastern portion. Living Areas within greenfield areas are intended to accommodate a full range of housing options at higher densities.

Major Open Space Areas are intended for conservation and a full range of agricultural, agricultural-related and secondary uses. Proposals for development or site alteration must demonstrate no negative effects on key natural heritage or hydrologic features or their functions amongst other criteria.

The proposed development appears to provide a density of at least 50 persons and jobs per hectare, which meets the required target for greenfield development. The proposed draft plan provides for a range of housing types, with medium density development throughout the subdivision.

Schedule 'B – Map B1d' of the ROP identifies Key Natural Heritage and Hydrologic Features (KNHHF) on the eastern portion of the subject lands, and an Environmental Impact Study (EIS) was submitted. CLOCA, advised that they are willing to accept that latest development layout of the proposed subdivision, and the application conforms to the policies of the ROP.

Delegated Provincial Plan Review Responsibilities

Site Contamination and Archaeology

Matters related to the potential for site contamination and archaeology were addressed in our August 2023 letter.

Cultural Heritage Impact Assessment (CHIA)

ROP policy 2.3.49 encourages area municipalities to conserve, protect and enhance its built and cultural heritage resources that may be adversely impacted by new development proposals e.g., through the review of a Cultural Heritage Impact Assessment (CHIA).

Golder Associates Ltd. prepared a CHIA dated June 2, 2021 in support of the proposed development to identify any historical attributes on adjacent properties and ensure that proper mitigation measures are in place for their long-term protection.

Golder identified that the subject land is adjacent to an existing protected heritage property at 7675 Thickson Road North, locally known as the John Calder House (JCH). The historical property is currently designated by the Town of Whitby By-Law 4271-98, enabled under Part IV of the *Ontario Heritage Act*.

Golder recommended that the proposed development be approved by the Town, provided that various mitigation measures are imposed. The Region has reviewed Golder's CHIA and will defer the appropriateness of their recommended mitigation

measures to the Town of Whitby for their review and sign-off to ensure that the proposed development will not create any adverse impacts on the JCH.

Environmental Impact Study (EIS)

Noise

The Environmental Noise Assessment (Revised February 2024), prepared by YCA Engineering Limited examines road noise primarily from Thickson Road (a Type A arterial in the ROP).

The Assessment recommends the use of 3.0 meter high acoustic barriers for certain blocks which flank Thickson Road. The barriers will taper down to 2.1 m. along the rear of some of the proposed Block as the distance increases from Thickson Road. The proposed barriers would reduce the predicted sound levels at the Outdoor Living Areas (OLA's) to below 60 dBA. Those Blocks which have residential units facing Thickson Road will have either acoustic barrier wing walls at their balconies **OR** will have their OLA's shielded from road noise by the dwelling units themselves. The Region agrees with these recommendations.

Mandatory Central Air Conditioning and Provision for Central Air Conditioning are recommended for the appropriate proposed blocks. The appropriate Warning Clauses are also in place for the affected blocks, which also includes a Warning Clause advising future residents of noise activities from the future school sites that are proposed. An additional Noise Assessment is recommended when details of the school sites and future grading plans for the development are known at the site plan stage.

The Assessment recommends that the Noise Control measures and the appropriate Warning Clauses be included in the Town of Whitby's Subdivision Agreement and also be inserted in the Agreements of Purchase and Sale or Lease and registered on title. This will be included as a condition of draft approval.

The following corrections to the Environmental Noise Report are noted:

• Section 5.2 – Provision for Central Air Conditioners: In the first bullet, the reference to blocks 12 and 18 should be omitted. Block 18 requires Mandatory Air Conditioning while block 12 is situated away from any road noise source, as shown on Figure 2. Recommendation No. 2 on Page 13 should also reflect these changes.

• Section 5.4 – Warning Clause A: The reference to block 11 is missing or omitted. Block 11 should be referenced in the 3rd bullet.

The Revised Environmental Noise Assessment is generally acceptable to the Region, subject to the minor revisions/corrections mentioned.

Regional Municipal Servicing

The above noted application is proposing to construct 860 to 965 residential units development consisting of 510 to 615 single dwellings, 100 back-to-back townhouse units, 128 street townhouse units, and 122 rear access townhouse units on 83.35 hectare of vacant land.

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 the rear laneways.

Water Supply

The majority of the subject property is located within the Zone 4 service area for Whitby (Brooklin). A portion of the property may be located within the future Zone 5 service area. Water servicing to the subject lands is currently not available.

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. Based on the preliminary grading information provided we expect that the Zone 4 / Zone 5 boundary will be approximately along Streets E,F,J, and V. A drawing showing the local watermain looping for both water zones should be provided. Based on the timing for the Region projects in Brooklin this Zone boundary will likely coincide with a Phasing limit within the proposed Draft Plan. Coordination with all surrounding developments to confirm local watermain looping for the Zone 4 and Zone 5 distribution systems is required.

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 Brooklin Growth Areas will require the construction of a Zone 4 reservoir, a Zone 4 pumping station and a Zone 5 pumping station. The Class Environmental Assessment for the Zone 4 reservoir and the location of the feedermains to the reservoir is complete. The Zone 4 reservoir, and the Zone 4 and Zone 5 pumping station have been identified in the Region of Durham's 2024 Capital Water Budget and nine year forecast for construction funding in 2027 and 2028 respectively, subject to, annual review approval and change."

Sanitary Servicing

The subject land has frontage along Garrard Road and Thickson Road. Sanitary servicing to the subject lands is currently not available on Garrard Road or Thickson Road. Sanitary servicing to the subject lands is dependent upon the extension of sanitary sewers from the existing 450 mm sanitary sewer at Columbus Road & Cachet Boulevard and extend northerly to service the subject property.

There are extensive downstream sections of sanitary sewer that will need to be installed by other Developers prior to this proposed development being serviced.

Coordination with the surrounding lands is required to confirm the sanitary sewer servicing strategy and confirm that capacity is available within the downstream sanitary sewer system. The finalization of the neighbourhood sanitary sewer drainage area plans

and sanitary sewer design sheets is not likely to impact the Draft Plan of Subdivision but is needed to confirm that no upgrades to the downstream sanitary sewer are required.

For additional detailed information regarding the proposed sanitary sewer alignments and the anticipated timing for these works we recommend that the applicant contact the Brooklin Landowners Group. The Functional Servicing Reports that will be submitted in support of the proposed Draft Plan of Subdivisions in each service area will need to outline the surrounding external servicing requirements.

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 Regions 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. It is important to note that the Class EA that planned the Courtice WPCP included Brooklin within the service area. Similarly, the recently completed Class EA that planned the Courtice Trunk Sanitary Sewer also included Brooklin within its service area.

In accordance with the Region of Durham Sewer Use By-Law, we will not permit foundation drains to connect to the sanitary sewer system.

Waste Management

The Region of Durham provides recycling and waste collection service to draft plans of subdivision residential lots and freehold townhouse blocks in the Town of Ajax, City of Pickering, Townships of Scugog, Brock and Uxbridge and the Municipal of Clarington. Only Blue Box recycling collection is provided by the Region in the City of Oshawa and Town of Whitby.

On June 3, 2021, Ontario filed O.Reg. 391/21 under the Resource Recovery and Circular Economy Act that will make product producers responsible for the Blue Box program including collection. Once transition occurs, The Regional Municipality of Durham will no longer be the service provider for the Blue Box program. The transition of responsibility of the Blue Box program to producers in Durham Region is expected to occur in 2024. Please see O.Reg. 391/21 for full details.

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. Waste Management collection for residential **blocks** (other than freehold townhouse blocks) including any units within these blocks which will front onto a municipal road will be assessed for waste collection through the Site Plan approval process.

Transportation

Draft Plan

Block 92, 93 & 94 Road Widening - as per our previous comments, Thickson Road is a Type A Arterial Road with auxiliary turn lanes and requires a 40m ROW as per the Regional Official Plan (ROPA #171), measured at 20m from centre of the original road allowance. Detailed survey plan shall be required to confirm the road widening limits.

We will require a 15m x 10m sight triangle at Thickson Road and Street B intersection. Please update the Draft Plan to show this requirement.

There is a possibility that overland flows from the west of Thickson Road will have to cross over Thickson Road to reach the SWM pond O5. Even though they have proposed to capture overland flows from the west development into the oversized internal storm sewer system, it may not be practically possible to capture the entire 100-year flows into the system, especially on roads which leaves some spillover to Thickson Road ROW. Proposed flow routing should be confirmed through dual drainage modelling exercise. If required, detailed overland flow analysis to be performed at this location (MH24) to ensure any spill overflows from the west development will not have any adverse impact to Thickson Road and the ditch.

ROPA 128 Minutes of Settlement

Any Brooklin Landowners who are signatory to the Regional Official Plan Amendment 128 (ROPA 128) Minutes of Settlement will pay for their share of the \$10.7 million obligation prior to the execution of the Regional Subdivision Agreement. The share of the \$10.7 million collected, less the amount collected through the subdivision agreements, be provided by the Trustee representing the Brooklin North Landowners Group by December 31, 2024. The payment terms will not be further modified and the Region will not further process any subdivision agreement if the payment is not received by the due date.

Durham Region Transit

Durham Region Transit has no new comments at this time, however, comments made in earlier letters still apply. This includes the need to have the protected bus stop spaces requested in previous comments to be shown on any future site plans.

Conclusion

Based on the forgoing, the Region has no objection to draft approval of the subdivision application. Conditions of draft approval are attached to this letter and are updated from those provided in August 2023.

Conditions of Draft Approval SW-2022-01

 The Subdivider 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 17-2657, dated May 10, 2024, which illustrates 510 - 615 single detached units, 350 townhouse units, school blocks, park blocks, stormwater management blocks, Natural Heritage System blocks, walkway blocks, maintenance block road widenings, and roads.

- 2. The Subdivider shall name road allowances included in this draft plan to the satisfaction of the Region of Durham and the Town of Whitby.
- 3. The Subdivider 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 Subdivider 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 Subdivider 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 Subdivider 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. The Owner shall, to the satisfaction of the Region, revise the draft plan of subdivision based on the final Brooklin Major Roads Environmental Assessment with respect to all matters addressed therein, as may be required by the Region, including any impacts on sanitary sewerage, water supply, Regional roads and stormwater management facilities servicing Regional roads.
- 9. The Subdivider shall convey to the Region of Durham sufficient road widening of 20 metres measured from centre of the original road allowance, free and clear of all encumbrances, to allow 40 metres overall or 20 metres from the existing centreline of road, with the registration of the plan.
- 10. The Subdivider conveys a sight triangle of 15m x 10m at the intersection of Thickson Road North and Street B.
- 11. Prior to the finalization of this plan of subdivision, the Subdivider must provide satisfactory evidence to the Regional Municipality 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.

12. The Subdivider 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 February 2024, 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.

Central Lake Ontario Conservation Authority

Thank you for circulating Central Lake Ontario Conservation Authority (CLOCA) on the third submission of materials for the above noted *Planning Act* applications. CLOCA staff have reviewed the submitted materials and offer the following comments and recommendations regarding any approval of these applications. We have updated our previous comments to align with the submitted materials.

Watercourse Setback

CLOCA staff understand that the current development layout will provide on average a 60-metre corridor from the watercourse. As previously noted, this watershed is managed as a coldwater system and as such should be afforded a 30-metre setback to development. Given the corridor generally adheres to this requirement, we do not require further amendment to the plan, but maintain that the width of the corridor is not only for the protection of the floodplain and wetlands, but also to provide the appropriate development setback to this coldwater system.

Zoning By-law Amendment (Z-02-22)

CLOCA staff recommend that all blocks containing natural hazard lands, associated features, and their development setbacks be zoned Greenbelt (G) as per zoning by-law 1784 or the equivalent. No lot lines or associated development should occur within these lands. Based on the latest draft plan the applicable blocks for this zone category would include Blocks 81, 82 and 83.

Draft Plan of Subdivision (SW-2022-01)

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 CLOCA Technical Guidelines for Stormwater Management Submissions and the Brooklin Secondary Plan Sub-Area Study 3A.
 - b. The intended means to maintain appropriate water balance for the subject lands and to the adjacent hydrologic features (eg. wetlands, headwater features, watercourses) as part of this development. This includes confirmation that commitment to infiltration targets assigned to school and park blocks have been accepted by the School Board and the Town of Whitby respectively.
 - c. The intended means to design, install, access, maintain and monitor any proposed Low Impact Development (LID) measures as part of this development. This includes the completion of in-situ infiltration testing and seasonal high groundwater monitoring in the location of the proposed facilities to ensure that they will function as designed.
 - 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. That the Subdivider agree that Restoration Planting Plans will be provided and approved by the Town and Central Lake Ontario Conservation Authority for lands within Natural Heritage System Blocks 81, 82, and 83 to restore any disturbed areas and advance the establishment of native species within all former agricultural fields and buffer areas adjacent to natural hazard lands and related features. Included in this Plan will be details on wetland creation and restoration required as part of approved wetland removals.
- 3. That the Subdivider shall agree within the Subdivision Agreement to erect a permanent fence between the boundary of Blocks 81, 82 and 83 and any residential lands, to prevent any direct entry of landowners/occupants from private lands into these Blocks. Any associated development agreement shall include provisions to prohibit private gates being installed through this fence.
- 4. That the Subdivider agree to complete a Trail Impact Study to identify any negative impacts and mitigation required related to any trail design and locations

proposed through Blocks 81, 82 and 83 to the satisfaction of the Town and Central Lake Ontario Conservation Authority.

- 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 Conditions 1 to 4 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 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.

Durham Catholic District School Board

Planning staff at the Durham Catholic District School Board have reviewed the above noted resubmission of the above noted draft plan of subdivision and zoning bylaw amendment applications and have no objections to the proposed development of 926 residential units consisting of 576 single detached units, 350 townhouse units. An elementary school and secondary school blocks.

This development is located within the boundary of St. John Paul II C.S. Located at 160 Cachet Blvd, Brooklin, Whitby.

Durham District School Board

Approximately 313 elementary students could be generated as a result of the development proposed in the above noted draft plan of subdivision.

That the following conditions be included in the conditions be included in the conditions of Draft Plan Approval for SW-2022-01:

- That the Subdivider agrees to set aside, within the subject plan, Block 74, for public elementary school purposes and Block 73, for public secondary school purposes.
- That the Subdivider and the Durham District School Board enter into an agreement for the acquisition of Block 74 for public elementary school purposes and Block 73, for public secondary school purposes.
- That the Subdivider submit plans indicating existing and proposed grades, drainage and servicing for approval by the Durham District School Board for all lots, blocks, easements and roads abutting Block 74 and Block 73.
- That the Subdivider provide the Durham District School Board with a report detailing the soil bearing capacity and composition of soils within Block 74 and Block 73, prior to the registration of Phase 1 of the development. Specifically, the report will detail the chemical composition of soils and the presence of methane and/or radon gas within Block 74 and Block 73.
- That any filling conducted within Block 74 and Block 73 meet the Durham District School Board criteria for soil bearing capacity and be approved by the Durham District School Board soils engineer.
- That the Subdivider rough grade Block 74 and Block 73 to the satisfaction of the Durham District School Board.
- That the Subdivider agrees to bring all municipal services and connections to the edge of Block 74 and Block 73, along the street and submit drawings to the Durham District and connections to the edge of Block 74 and Block 73, along the street and submit drawings to the Durham District School Board for approval.
- That the Subdivider agrees to install a 1.8 metre chain link fence of standard school construction (number 9 gauge) along the perimeter of Block 74 and Block 73 where it abuts proposed of existing residential lands (lots or blocks), and/or any other proposed or existing land use, except for active municipal parkland.
- That the following "Notice to Parents" be inserted in all agreements of purchase and sale between the Subdivider and all prospective homebuyers...
 "Students from the development may have to attend existing schools. Although a school site has been reserved within this plan of subdivision, a school may not be constructed for some time, if at all, and then only if the Durham District School Board receives funding for the construction of this required school."
- That the Subdivider agrees to post in the sales office, or provide a copy to potential homebuyers, of the standard Durham District School Board approved "Notice to Parents".

French Public District School Board

The Conseil scolaire Viamonde has no comment.

Hydro One

We are in receipt of your Subdivision Application, SW-2022-01. We have reviewed the documents concerning the noted Plan and have no comments or concerns at this time.

Our preliminary review considers issues affecting Hydro One's 'High Voltage Facilities and Corridor Lands' only.

For proposals affecting 'Low Voltage Distribution Facilities' please consult your local area Distribution Supplier.

To confirm if Hydro One is your local distributor please follow the following link: http://www.hydroone.com/StormCenter3/

Elexicon

Further to the referenced File # SW-2022-01, Z-02-22, subject to the caveats set out in this letter, Elexicon Energy Inc. has no objection to the proposed Site Plan Application to permit the development of 860 to 965 residential units on subject lands.

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.

In some cases, an expansion of Elexicon's distribution system (as such term is defined in the Distribution System Code issued by the Ontario Energy Board) will be required in order to be able to connect the customer to Elexicon's distribution system. When an expansion is necessary, the Distribution System Code requires that a distributor perform an economic evaluation to determine if the future revenue from the customer(s) will pay for the capital cost and on-going maintenance costs of the expansion project. If a shortfall between the present value of the projected costs and revenues is calculated, the distributor may propose to collect all or a portion of that amount from the customer(s). The evaluation is basically a discounted cash flow calculation that brings all costs and revenues to their net present values. This model, in general, follows the methodology, the set of common elements and related assumptions provided in Appendix B of the Distribution System Code. Elexicon will provide an Offer to Connect once an official request for electric services is received.

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

For all future applications and related correspondences kindly forward digital copies to: DevelopmentApplications@elexiconenergy.com

Bell Canada

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

Bell Canada Condition(s) of Approval

- 1. 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.

Upon receipt of this comment letter, the Owner is to provide Bell Canada with servicing plans/CUP at their earliest convenience to planninganddevelopment@bell.ca 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.

If you believe that these comments have been sent to you in error or have questions regarding Bell's protocols for responding to municipal circulations and enquiries, please contact <u>planninganddevelopment@bell.ca</u> directly.

We note that WSP operates Bell Canada's development tracking system, which includes the intake and processing of municipal circulations. However, all responses to circulations and requests for information, such as requests for clearance, will come directly from Bell Canada, and not from WSP. WSP is not responsible for Bell's responses and for any of the content herein.

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:

- The Owner shall agree in the Subdivision Agreement to (a) permit all CRTClicensed 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.
- 5. In addition, we kindly request to, where possible, receive copies of the following documents:
 - a. the comments received from any of the Communications Service Providers during circulation;
 - the proposed conditions of draft approval as prepared by municipal planners prior to their consideration by Council or any of its committees; and,
 - c. the municipal planners' report recommending draft approval before it goes to Council or any of its committees.

Enbridge Gas Distribution Inc.

Enbridge Gas does not object to the proposed application(s) however, we reserve the right to amend or remove development conditions. This response does not signify an approval for the site/development.

Please always call before you dig, see web link for additional details: <u>https://www.enbridgegas.com/safety/digging-safety-for-contractors</u>

The applicant shall use the Enbridge Gas Get Connected tool to determine gas availability, service and meter installation details and to ensure all gas piping is installed prior to the commencement of site landscaping and/or asphalt paving.

https://enbridge.outsystemsenterprise.com/GetConnected_Th/Login2?OriginalURL=http s%3A%2F%2Fenbridge.outsystemsenterprise.com%2FGetConnectedApp_UI%2F

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 at no cost.

Ministry of Transportation

The subdivision is within MTO's Permit Controlled Area and there fore will require a full review and permits. More fulsome comments shall be submitted to the Municipality after a full review has been conducted.

General comments are as follows:

- The subject site is within MTO's Permit Control Area and as such, MTO Site Plan Approval and an MTO Permits will be required prior to any construction activities.
- A 14m minimum setback is required from the Provincial Highway lands & associated service roads property line. The current ROW as well as a 14m MTO setback should be clearly labeled on all drawings that will be provided for ministry's review and comments.
- Please be aware that no feature, amenity or operational arrangement (such as, but not limited to, fire-routes, emergency access/exits, parking, loading docks, access to loading docks, storm-water management ponds) that is required by bylaw or is essential to the viability of this site, should be located within the setbacks. Furthermore, only the surplus parking (excess of the Municipal's minimum parking requirement under the Zoning Bylaw) can be located within the 14m MTO setback, but must be setback a minimum of 3m from the Provincial Highway lands property line. All required and surplus parking must be clearly indicated on the SP.
- Requirements for fencing include (but are not limited to) erecting fencing along the MTO right-of-way at 0.3m into the MTO ROW. And MTO Encroachment permit is required for this work and it should follow OPSD 972.130 (Chain Link Fence with Top-Wire).
- As part of the review and approval process the applicant will be required to submit copies of a detailed Site Plan, Master SWMR, Site Servicing and Grading Plans prepared by a Licensed Professional Engineer.
- MTO requires Master Traffic Impact Study that complies with the Guidelines set forth in MTO's Guidelines for Traffic Impact Statements. As this area is being intensified, particular adherence to Part 2 Multiple Development Traffic Impact Studies Information should be followed.
- Please have the proponent confirm the reports have been carried out by RAQS approved contractors/consultants. All works within the Provincial right-of-way shall be carried out by RAQS qualified contractors

Please note that ministry requires all drainage submissions to be also provided electronically. Regarding acceptable electronic transfer of files to MTO, the following applies:

- Format PDF
- Currently electronic files can be sent in:
 - Using an FTP (File Transfer Protocol) website.

Using E-mail, if the file is small enough, it can be e-mailed. (Zipped documents are acceptable)

Please be aware that MTO has the right to request a more detailed (Master) Traffic Impact Study should the brief/letter be deemed insufficient upon review.

- Any noise mitigation is the responsibility of the land-owner which includes the design and implementation. The Ministry will not be held liable for noise attenuation next to the highway which also includes its maintenance and upkeep.
- The proponent is required to submit a copy of the Photometric Lighting Plan (in metric LUX units) for MTO review and approval. The plan must illustrate proposed lighting and any light spillage on the Provincial Highway lands & associated service roads ROW.
- All plans and reports must be stamped and signed and circulated to the MTO through municipal site plan application process for a formal review and comments.
- The Applicant should be advised that they cannot apply for the MTO Permit until the Site Plan has been approved by MTO and the Municipality.
- MTO Sign Permits will be required for any new signage visible from Provincial Highway lands & associated service roads.
- Applicant must apply online through the link below once clearance letter is
- issued: https://www.hcms.mto.gov.on.ca/
- Please note, all plans and reports must be stamped and signed.
- Further information regarding requirements for our Building and Land Use Permit Applications, and Sign Permit Application requirements is also available from our office by contacting Arieh Kolet, the Corridor Management Officer for this area, included in this email, and he can be reached at (416) 833 9487.

MTO has reviewed the file and can provide the following Conditions of Subdivision to be included in the Subdivision Agreement. MTO will clear the conditions based on a review of the completed documents and work as described below.

Stormwater Management Plan/Report

That prior to final approval, the owner shall submit to the Ministry of Transportation for their review and approval, a copy of a Storm Water Management Report indicating the intended treatment of the calculated runoff.

Traffic Impact Study

Prior to final approval, the owner must submit to the Ministry of Transportation for their review and approval, a copy of a Traffic Impact Study (report/analysis/assessment) indicating the anticipated traffic volumes and their impact upon the Highway 12.

MTO Traffic Office has specified that the following intersections/interchanges be reviewed:

- Highway 12 at Thickson Rd.
- Highway 12 and Columbus.
- Brawley Rd. at Highway 12.
- Highway 407 at Baldwin St. interchange.
- Highway 407 at Thickson Rd. interchange.

Legal Agreement

That prior to final approval, the owner shall enter into a legal agreement with the Ministry of Transportation whereby the owner agrees to assume financial responsibility for the design, construction and installation of all necessary associated highway improvements in the case where improvements to the Provincial Highway Network are identified.

Oshawa Executive Airport

Oshawa Executive Airport advised that the subject lands are outside of the Transport Canada Oshawa Executive Airport Zoning Area.