

## Attachment #8

### Agency and Stakeholder Detailed Comments

#### DEV-27-22 (SW-2022-06 and Z-19-22)

### Internal Departments

#### Whitby Engineering Services

The Draft Plan of Subdivision proposes to develop 307 units comprised of 134 detached dwellings, 91 rear lane townhouse units, 82 street townhouse units and roads.

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 and Development Engineering Section has conducted a preliminary review of the circulated materials outlined below for the draft plan of subdivision and zoning applications:

- Draft Plan of Subdivision, prepared by GHD, dated February 2025
- Functional Servicing and Stormwater Management Report (FSSR), prepared by SCS Consulting Group LTD, dated February 2025
- Environmental Impact Study, prepared by Beacon Environmental Limited, dated February 14, 2025
- Noise Feasibility Study, prepared by HGC, dated February 6, 2025.

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 our Design Criteria and Engineering Standards.

Please provide a copy of these comments to the Subdivider.

#### A. Conditional Comments

The Engineering Services supports a favourable decision to the applications based on the following comments and conditions. To address the Town's Community Strategic Plan 2023 to 2026 and assist in providing a complete picture of the proposed subdivision's mobility provisions, Engineering Services has 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 Financial Services Asset Management annual report.

<b>Asset</b>	<b>Quantity</b>
Roads	3.9 lane-km
Sidewalks/Multi-use paths	3.5 km
Storm Sewers	1.6 km

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

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

- a. Block 163 to 167 for walkway blocks;
- b. Block 168 for municipal use block/future public right-of-way (ROW);

1.2. The Subdivider shall implement all changes to the plan for registration resulting from recommendations and findings of the Municipal Class Environmental Assessment Brooklin North Major Roads EA (BNMREA) and the on-going Columbus Road Detailed Design Project including but not limited to the final right-of-way widths, servicing, grading, alignments, and horizontal and vertical designs of Columbus Road West.

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

- a. 3.0m-wide asphalt multi-use path on the east side of Street E;
- b. 1.8m-wide concrete sidewalk on both sides of all other streets.

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

1.4. 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.

1.5. The Subdivider shall revise unit lot lines, if required, to meet Town Standards for Block 155 along the +/- 90° bend within the plan to confirm adequate driveway layout (refer to Standard 411) with or without the eyebrows per Standard 406 and 406.10. Note that the eyebrows are not preferred by the Town and will be accepted only where required. The plan for registration must be revised to accommodate any required changes.

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

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

1.7. The Subdivider shall provide a Pavement Marking and Signage plan and shall be responsible for providing both temporary and permanent signage and pavement markings for the development.

1.8. 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.

1.9. Should the Subdivider proceed in advance of the adjacent developer, they shall construct Street E to the full extents and the full cross-section.

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

1.11. In the event that Street E is not constructed with the first phase of development, the Subdivider shall construct a temporary full movement vehicular access, designed to Town standards, at an alternate location along Columbus Road West all to the satisfaction of 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. Construction traffic shall be restricted to time windows that do not conflict with the typical peak school drop-off and pick-up times of the nearby school.

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

- a. Lots 1 to 25, 131 to 134 - until such time as the Street E is fully constructed;
- b. Lot 106 or Block 144 – until such time as suitable municipal road frontage is constructed and available for use;

1.14. The Subdivider agrees that if at the time of detailed design, should the final traffic calming circle design identify need for additional property requirements, the Subdivider shall adjust property lines accordingly.

1.15. Due to the nature and design of the proposed traffic calming circle, 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.

1.16. 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.

1.17. 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. Purchase and sale agreements for the affected lots and units with acoustic barriers shall contain a warning clause to this effect to be registered on title.

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

1.19. 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.

1.20. Construction phasing of the development shall be to the satisfaction of the Engineering Services, shall consider adjoining developments, and shall provide for upstream and downstream road and servicing connectivity.

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

1.22. 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.

1.23. All plan and profile drawings shall indicate the seasonal high water table elevation and the corresponding Minimum Basement Elevation, all to be confirmed by Hydrogeological Consultant and accepted by Central Lake Ontario Conservation (CLOC). The Subdivider shall protect all proposed private dwellings from the seasonal high-water table where applicable.

1.24. 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.

1.25. 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 include all right-of-way components including active transportation facilities, shall comply with the latest version of the RP-8 Roadway Lighting Design standard and shall utilize LED technology.

1.26. Any concerns raised through future re-submissions of the geotechnical and hydrogeotechnical reports for the site shall be addressed by the Subdivider to the satisfaction of the Engineering Services. This includes, but is not limited to, long term slope stability, confirmation of design parameters and preliminary layout for LID measures (proposed infiltration trenches), proposed stormwater management pond elevations relative to groundwater levels and the need / thickness of the impervious membrane or synthetic clay lining, foundation construction requirements and recommended measures for Best Management Practices for municipal servicing construction. The plan must reflect changes required in this regard prior to registration.

1.27. 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.

1.28. 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.

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

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

1.31. 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 with the first engineering submission.

Any balance owing of the final Engineering Review Fee shall be paid at the earlier of, underground servicing approval or prior to final approval of the engineering drawings by the Town.

2.2. The required Pavement Marking and Signage plan should include "No Parking Fire Route" signage, spaced at no more than 30m apart, in laneways designated as fire access routes by Fire Services. If laneways are not signed as Fire Routes they shall be signed as No Parking, with signage installed at no more than 50m apart.

2.3. Repeat comment: Revise 90° Bend for Public Laneway 'F' as per the attached future new Standard 40x.

2.4. A detailed SWM Report is required at the detailed design stage which shall include pond design, pond and related structures drawings, clay liner information, overland flow route calculations, emergency spillway details (100-year uncontrolled flow), storm sewer design sheets.

The detailed SWM Report shall address the FSSR comments under Section 3 of the memo from Water Resources dated September 4, 2024 (Attachment 2.0) together with the following:

a. It is noted that the runoff coefficients specified within the Town's Design Criteria and Engineering Standards are minimum values to be utilized for sizing of the storm sewer system. Sample calculations shall be provided for all housing types (not just single detached) and shall be demonstrated by the consultant that the use of these minimum values is appropriate for the subject development. If required, the values shall be increased to represent the actual development proposal.

b. Provide geotechnical analysis to confirm any recommendation for clay liner requirement and underground drainage systems to address the risk associated artesian pressure during pond cleanout times where the water is drawn down.

Figure 2.1. Proposed Storm and Sanitary Service Plan (FSSR)

c. The subdivider shall provide clarification regarding the usage of 0% impervious on all storm drainage boundary.

Figure 2.2

d. Provide clarification on the 0% imperviousness shown for the mixed-use and high-density blocks. Confirm if this assumption is appropriate, considering the site plan has not been approved and that the site is expected to control 100-year flows to the 5-year post-development levels, as noted in the storm sewer design sheet. Additionally, verify whether the imperviousness level will impact the pond sizing if on-site controls are implemented.

Figure 2.4

e. The feasibility of the proposed sewer and major overland flow crossings with the TransCanada Pipeline should be confirmed with sufficient details such as existing depths and expected clearances.

f. Remove sump pumps; it can be considered at the detailed design as a last resort unless basements are not proposed in that area.

g. There are proposed storm sewers outside of the subject lands within adjacent lands to the west (i.e., Mykindler Holdings). The Developer is responsible to obtain all permissions, easements or lands required to service the subject development unless an alternative solution is provided and accepted by the Town.

Figure 2.6

h. Show ponding limits on the road low point based on weir calculation at the boulevard high point and on the overland flow route based on Appendix D calculations.

i. Show cross-sectional locations on the detailed grading plan for the overland flow route consistent with Appendix D.

j. Limit major overland flow discharge to around 3.5 m<sup>3</sup>/s.

k. Show major flow capture points.

l. Ponding calculations should assume 50% blockage of inlets.

Stormwater Management Design along Columbus Road West from Stantec

m. It is unclear if Pond L-32's proposed design captures the entire drainage area that was proposed in Columbus Road's 60% Design as a portion of Columbus Road appears to be included in Catchment 202 (Figure 2.2). Additionally, the future ROW limits and proposed high point (STA 13+540) for Columbus Road are not shown on the Figure making it unclear how the drainage boundary for Catchment 305 (Figure 2.2) was delineated.

n. Minor storm drainage area of 2.35 ha from Columbus Road ROW (from the highpoint at STA. 13+540 to Street E of the Draft Plan). Clarify if this full area is included in the pond design.

o. Confirm that the runoff from the external lots (within the proposed subdivision) that front/back on to Columbus Road (approximately 0.30 ha). are to be included in the pond design.

p. Confirm that runoff from Area Ext-18 (2.25 ha at 93% impervious) which is to have on-site controls (on-site controls need to be confirmed is included in the design.

q. Confirm where the runoff from Area Ext -19 (1.29ha @ 86% impervious) is included as it appears to be included in the pond design.

r. It was assumed that major flows with a drainage area of 1.25 ha from the north half of Columbus Road ROW (from the highpoint at STA. 13+540 to Street E of the Draft Plan) would outlet to Street E as no highpoint is shown to prevent runoff from flowing north. The 1.25 ha area may change when the Columbus Road and Baldwin Street intersection grading has been completed as part of the 90% submission. The FSSR assumes Catchment 305 (Figure 2.2) continues to Lynde Creek and does not enter the pond.

The future detailed design should be consistent with the Columbus Road Design project with respect to the drainage areas tributary to the pond and corresponding intersection grading.

s. Major flows from Area Ext-20 were assumed to outlet onto Columbus Road however due to a draft plan change, this area will be conveyed directly to Pond L-32.

t. As a side note, minor and major flows from Baldwin Street were not included as part of the Columbus Road storm sewer design as it was assumed the road would continue to have roadside ditches and flow south per current conditions. In the FSSMR, both minor and major flows from Baldwin Street are assumed to be conveyed to the pond.

u. The FSSR design assumes Columbus Road has an imperviousness of 59%. Per Columbus Road's 60% Design, the imperviousness should be 79%. Please update.

v. Similar to above, it is unclear how the drainage boundary for Catchment 303 (Figure 2.2) was delineated as the future ROW limits are not shown.



2.5. Lots and blocks serviced by laneways, regardless of housing type, shall have all roof leaders directly connected to the municipal storm sewer unless otherwise approved.

2.6. To address lot level low impact development (LID) recommendations, ensure that lots and areas where roof water leaders are proposed to be disconnected from the storm sewer connection are clearly noted and can accommodate the drainage without creating problems associated with winter ice accumulation. Ensure that storm drainage areas reflect the correct boundary location.

2.7. The consultant is to provide the Town with a dual drainage (minor/major system) storm model for the entire development using Personal Computer Stormwater Management Model (PCSWMM) as part of the detail design and confirmation of HGL elevations.

2.8. The use of Inlet Control Devices (ICDs) is discouraged and shall be limited to roadway sags, as per Town requirements, to the greatest extent possible. The model shall illustrate the implications of conventional ICD placement at CBs, per Town standards and documentation regarding the recommended use of ICDs within the proposed subdivision shall be provided.

2.9. Provide detailed ponding limits at overland flow low points, and any points of overland convergence to ensure that appropriate emergency access can be maintained to the area based on Town of Whitby Design Criteria and that private property has been protected from flooding. Ponding limits are to be shown for 100-year storm events. Low points are to be located at the appropriate block or intersection location.

2.10. For all overland flow outlet points, the following shall be provided: flow channel profile, cross-sections and erosion protection works at all locations i.e. across window street boulevard areas, within specific overland flow blocks, across SWM Pond Blocks and any direct outlets to Open Space areas.

2.11. Provide details and analysis for the routing of overland flow through the stormwater management ponds to ensure stability of the pond under major storm events.

2.12. 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).

2.13. 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).

2.14. 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.

2.15. The Town will not grant exemptions to half-load restrictions to facilitate construction of the proposed development. The Subdivider shall schedule construction activities in accordance with typical timing of load restrictions for the surrounding road network.

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

2.17. The Subdivider shall provide the Town with a cash contribution in accordance with the by-lawed rate in force at the time of payment, for each newly installed streetlight for the relamping and cleaning of streetlights, representing typical maintenance costs prior to assumption.

2.18. The Subdivider shall provide the Town with a cash contribution in accordance with the by-lawed rate in force at the time of payment towards the installation of vertical control benchmarks.

### **Whitby Planning and Development**

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

### **Whitby Landscaping**

Landscaping conditions are as follows:

- The Subdivider shall provide a Tree Preservation Plan in coordination with an Erosion and Silt Control (ESC) fencing. 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 all municipal trees proposed for removal are appraised by an ISA Certified Arborist. The appraisal will be reviewed by the Town Forestry staff and will inform any requirements for compensation for the loss of these trees, including cash contribution to the town's tree Reserve Fund.
- The Subdivider shall, in advance of any tree clearing, provide the Town with evidence of permission for proposed removals offsite and on neighboring properties.
- The Subdivider shall provide the Town with a detailed Compensation Planting Plan/ NHS 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. This LC must be provided in advance of the removal of any woodlots.

- The Subdivider shall agree to install all approved planting and restoration plans identified within the Natural Heritage Restoration and Enhancement Plan to the satisfaction of the Town of Whitby and CLOCA, within the shouldering growing season of any approved removals or impacts. All planted areas will be protected with appropriate fencing to avoid any disturbance to this area during subsequent construction.
- 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 convey protected and undevelopable lands to the Town where, in public ownership, the lands will be protected in perpetuity. This includes the Greenbelt lands on the Mykinder property where compensation planting is proposed to occur. The Town requires the Subdivider to co-ordinate the submission of a 40R plan for these associated lands. Should the Subdivider and Mykinder not agree to convey the lands to the Town, cash-in-lieu shall be provided.
- 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 ensure all adjacent boulevards are urbanized, top-soiled, fine-graded, sodded and provided with buffer tree planting.
- 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.

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

1. Clarify if there is access to Street E from Columbus Rd
2. Indicate location of fire hydrants on site plan.
3. Fire hydrants shall be installed at each end of "Public Lane F".
4. Submit a site plan indicating designated fire breaks for review and approval prior to construction

### **Whitby Strategic Initiatives**

- No further information will be required at this time, and Strategic Initiatives can confirm that the Whitby Green Standard requirements for this Application have now been satisfied.

### **Whitby Parks Planning**

The Parks Division of the Community Services Department has reviewed the third submission dated February 18, 2025. It is Parks Staff's understanding that the proposed development consists of:

- Zoning By-law Amendment and Draft Plan of Subdivision Applications to facilitate:
  - the development of 174 townhouses and 134 detached houses

### **Parks Comments:**

Parks Planning has no further comments.

### **Conditions of Draft Plan Approval Conditions**

The following conditions shall be incorporated into the Draft Plan agreement:

1. The Subdivider shall satisfy their obligations related to parkland dedication as required through a future North 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 agrees to install a 1.2 metre black vinyl standard park fence where any open space and park blocks abut residential lots.

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

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

#### **Development Charges**

- Will be owing for both the residential and non-residential development.
- Under Section 26.2 of the Development Charges Act.
  - The base DC rate(s) will be set as of the Zoning By-law Amendment application submission date.
  - Interest will accrue on the base DC rate(s), from the date of site plan application submission until the date of building permit issuance. Per the DC Act, the interest is set at Prime +1% adjusted quarterly.

- The applicant has 18 months from the date of Zoning By-law application approval to obtain a building permit. Otherwise, Section 26.2 no longer applies, and instead the applicable DC rate(s) are the current posted rates in effect as of the building permit issuance date.
- If this development is a condo, development charges are payable prior to the issuance of the 1<sup>st</sup> building permit. If this development is entirely rental housing development charges shall be payable as per Section 26.1 of the DC Act.
- If this development includes affordable or attainable units (as defined in Section 4.1 of the DC Act), those units are eligible for DC exemptions.
- If this development includes rental housing or institutional development, Section 26.1(3) of the DC Act allows for development charges to be paid in equal annual installments over five years, upon the earlier of occupancy or issuance of an occupancy permit.
- If this development includes four or more rental housing units, Section 26.2 (1.1) of the DC Act allows for additional development charge reductions based on the number of bedrooms per unit.
- If a building is being demolished to make way for this redevelopment, the applicant has 5 years from the date that the demolition permit was issued, to obtain the new building permit to qualify for a redevelopment credit.

Parkland Dedication / Cash-in-Lieu Shall be applicable as per the Planning Act and Town of Whitby By-Law for both the residential and non-residential development.

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

## **External Agencies**

### **Region of Durham**

#### Proposed Revised Draft Plan of Subdivision

The proposed draft plan of subdivision has been revised to address agency comments. The proposed revised draft plan of subdivision would permit the development of a total of 307 residential units that consists of 134 single-detached dwellings, 173 townhouse units, 5 walkway blocks, a right-of-way block, and roads. The proposed changes have resulted in a decrease of one townhouse unit from the 174 units originally proposed.

#### Bill 23 Proclamation of the Region of Durham

Please be advised that effective January 1, 2025, the Region became an upper-tier municipality without planning responsibilities. As such, the comments pertaining to conformity and consistency with the Region of Durham Official Plan and provincial plans

and policies and those comments relating to the Region's delegated provincial plan review responsibilities now fall under the purview of the area municipalities.

The Region will continue to review Provincial Plan Review responsibilities for applications where we previously commented on prior to proclamation of the Region and required additional supporting information to be satisfied.

### Provincial Plan Review

The Region's earlier comments and comments in our letter dated April 1, 2025 as they relates to Provincial Plan Review remain applicable to the proposed development. The applicant will be required to satisfy noise and archaeology requirements as conditions of draft approval of the subdivision application.

### Regional Servicing

#### Municipal Water Supply

The subject lands are located within the proposed Zone 4 pressure district and can be serviced through the extension of a 300mm diameter Zone 4 watermain east of Baldwin Street.

The servicing for this development will need to be coordinated with the adjacent development at MyKinder Holdings and Jass Gill of Nihal and Lachhman Inc. (7030 Baldwin Street North) and including the lands west of Cedarbrook Trail.

All lots in Zone 4 with static pressure over 550 kPa (80 psi) will require individual private pressure reducing valves.

#### Sanitary Sewer Servicing

Sanitary servicing is available to service the proposed development from the existing 525 mm sanitary sewer on Camber Court and extend northerly along public Street 'E'. The servicing for this development will need to be coordinated with the adjacent development at MyKinder Holdings.

### Conclusion

The proposed infill residential subdivision supports a mix of housing opportunities in Durham Region and would complement with the planned housing form proposed on the south side of the Columbus Road West corridor within this neighbourhood.

The Region is generally supportive of the proposed revised subdivision development. The Region's servicing comments can be addressed through detailed future engineering design submissions for the proposed development.

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

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

#### Conditions of Draft Approval of the Plan of Subdivision

1. The Subdivider shall prepare the final plan on the basis of the approved draft plan of subdivision, prepared GHD Ltd., dated April 8, 2025, identified as Project No.: 12630859, which shows 134 single-detached dwellings, 173 townhouse units, 5 walkway blocks, a right-of-way block, and roads.
2. The Subdivider shall name the road allowance 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 of Durham and the Town of Whitby 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 of Durham.
5. The Subdivider shall agree in the Town of Whitby's Subdivision Agreement to implement the recommendations of the "Noise Feasibility Study," prepared by HGC Noise Vibration Acoustics, dated February 6, 2025, 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 any required warning clauses identified in the study.
6. The Subdivider shall carry out an archaeological assessment of the subject lands and mitigation and/or salvage excavation of any significant heritage resources to the satisfaction of the Ministry of Citizenship and Multiculturalism. No grading or other soil disturbance shall take place on the subject land prior to a letter of clearance from the Ministry of Citizenship and Multiculturalism.
7. 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 Owner shall provide for the extension of sanitary sewer and water supply facilities within the limits of the plan which are required to service other developments external to this subdivision. Such sanitary sewer and water supply facilities are to be designed and constructed according to the standards and requirements of the Region of Durham. All arrangements, financial

and otherwise, for said extensions are to be made to the satisfaction of the Region of Durham, and are to be completed prior to final approval of this plan.

8. Prior to entering into a subdivision agreement, the Region of Durham shall be satisfied that adequate water pollution control plant and water supply plant capacities are available to the proposed subdivision.
9. The 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 Owner and the Region concerning the provision and installation of sanitary sewers, water supply, roads and other regional services.

### **Central Lake Ontario Conservation Authority**

Thank you for circulating Central Lake Ontario Conservation Authority (CLOCA) on the above noted zoning by-law amendment and draft plan of subdivision applications. CLOCA staff have reviewed the circulated documents for consistency with the natural hazard policies of the Provincial Policy Statement (PPS) as well as for conformity with Ontario Regulation 41/24 of the Conservation Authorities Act.

The subject property is located within the Lynde Creek Watershed. The subject property does not appear to have any wetlands or natural hazards within or adjacent (within 30m) to these lands. As such, this property is not regulated through Ontario Regulation 41/24 of the Conservation Authorities Act and a permit from CLOCA would not be required for this development.

CLOCA staff have reviewed the submitted reports, plans and drawings and have appended comments that will be addressed through Conditions of Draft Plan Approval. Further comments may be provided through detailed design.

### **Zoning By-law Amendment (Z-19-22)**

CLOCA staff have no objection to any approval of the proposed Zoning By-law Amendment.

### **Draft Plan of Subdivision (SW-2022-06)**

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

1. That prior to any on-site grading or construction or final approval of the plan, the Subdivider shall submit to, and obtain approval from the Town of Whitby and the Conservation Authority for reports describing the following:
  - a) The intended means of conveying stormwater flow from the site based on stormwater techniques which are appropriate and in accordance with provincial guidelines as well as in conformity with the recommendations found within the



Lynde Creek Master Drainage Plan and Brooklin Secondary Plan Sub-Area Study 3C.

- b) The intended means to maintain appropriate water balance for the subject lands and to the adjacent hydrologic features as part of this development. This includes agreeing to an appropriate pre-development infiltration condition and providing effective post development infiltration techniques to match this target.
  - c) The intended means to design, install, access, maintain and monitor any proposed Low Impact Development (LID) measures as part of this development.
  - d) The intended means whereby erosion and sedimentation and their effects will be minimized on the site during and after construction, in accordance with provincial guidelines. The report must outline all actions to be taken to prevent an increase in the concentration of suspended solids in any water because of on-site, or other related works.
  - e) A natural hazard constraints plan that clearly illustrates that all proposed development (including grading) is outside of these development limits to the satisfaction of Central Lake Ontario Conservation Authority.
2. The Subdivider agrees that Restoration Planting Plans will be provided and approved by the Town and Central Lake Ontario Conservation Authority 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.
  3. That the Subdivider shall agree to install all approved planting and restoration plans identified within the Restoration Planting Plans to the satisfaction of the Town of Whitby and Central Lake Ontario Conservation Authority. All planted areas will be protected with appropriate fencing to avoid any disturbance to this area during subsequent construction.
  4. 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.
  5. 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.
  6. The subdivision agreement between the Subdivider and the Town of Whitby shall contain, among other matters, the following provisions:
    - a) The Subdivider agrees to carry out the works referred to in Condition 1 and 2 to the satisfaction of the Central Lake Ontario Conservation Authority.

- b) The Subdivider agrees to maintain all stormwater management and erosion and sedimentation control measures operating and in good repair during the construction period, in a manner satisfactory to the Central Lake Ontario Conservation Authority.
- c) The Subdivider agrees to advise the Central Lake Ontario Conservation Authority 48 hours prior to commencement of grading or the initiation of any on-site works.
- d) In order to expedite clearance of Condition 6, a copy of the fully executed subdivision agreement between the area municipality and the owner should be submitted to the Authority.

### Detailed Design

In addition to fulfilling the above noted conditions of draft plan approval, all comments within the attached memos and all previous outstanding comments must be addressed to our satisfaction as part of detailed design. Outstanding comments deferred to detailed design can be referenced in the applicant's submitted comments response matrix.

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

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

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**

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

1. Approximately 128 elementary pupils and 62 secondary pupils could be generated by the above noted application.
2. Students generated from this development will attend existing neighbourhood schools.

Under the mandate of the Durham District School Board, at this time, staff has no objection.

### **French Catholic District School Board**

The French Catholic District School Board did not respond to the request for comments.

### **French Public District School Board**

The CS Viamonde have no comments or concerns regarding the proposed development.

## **Elexicon**

Further to the referenced File SW-2022-06, Z-19-22, subject to the caveats set out in this letter, Elexicon Energy Inc. has no objection to the proposed Subdivision Application to develop a residential development consisting of total 134 detached dwellings and townhouse units on subject land.

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](mailto: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.

2) 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](mailto: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.

#### Concluding Remarks:

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 [planninganddevelopment@bell.ca](mailto:planninganddevelopment@bell.ca) 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:

(1) The Owner shall agree in the Subdivision Agreement to (a) permit all CRTC-licensed telecommunications companies intending to serve the Subdivision (the "Communications Service Providers") to install their facilities within the Subdivision, and (b) provide joint trenches for such purpose.

(2) The Owner shall agree in the Subdivision Agreement to grant, at its own cost, all easements required by the Communications Service Providers to serve the Subdivision, and will cause the registration of all such easements on title to the property.

(3) The Owner shall agree in the Subdivision Agreement to coordinate construction activities with the Communications Service Providers and other utilities, and prepare an overall composite utility plan that shows the locations of all utility infrastructure for the Subdivision, as well as the timing and phasing of installation.

(4) The Owner shall agree in the Subdivision Agreement that, if the Owner requires any existing Rogers facilities to be relocated, the Owner shall be responsible for the relocation of such facilities and provide where applicable, an easement to Rogers to accommodate the relocated facilities.

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

(1) the comments received from any of the Communications Service Providers during circulation;

(2) the proposed conditions of draft approval as prepared by municipal planners prior to their consideration by Council or any of its committees; and

(3) the municipal planners' report recommending draft approval before it goes to Council or any of its committees.

### **Enbridge Gas Distribution Inc.**

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

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

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

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

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

### **Ministry of Transportation**

Zoning By-Law Amendment

MTO has no concerns with the ZBA proposal.

## Draft Plan of Subdivision

### General Site Notes

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.

The site does not have frontage onto Highway 12.

Any noise mitigation is the responsibility of the landowner 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.

### Conditions of Subdivision

#### 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 drainage/storm water management plan /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. MTO requires a 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.

#### Illumination Plan

That prior to final approval, the owner shall submit a 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.

### **TransCanada Pipeline**

MacNaughton Hermsen Britton Clarkson Planning Limited (MHBC) are the planning consultants for TransCanada PipeLines Limited (TCPL). This letter is in response to a notification and request for comments for the above-noted 3rd Submission for Draft Plan of Subdivision and Zoning By-law Amendment applications for a residential development located on the lands identified as 7260 Baldwin Street North in the Town of Whitby (the "Subject Lands"). TCPL has two (2) high pressure natural gas pipelines contained within a Right-of-Way abutting the Subject Lands.

TCPL's pipelines and related facilities are subject to the jurisdiction of the Canada Energy Regulator (CER) – formerly the National Energy Board (NEB). As such, certain activities must comply with the Canadian Energy Regulator Act ("Act") and associated Regulations. The Act and the Regulations noted can be accessed from the CER's website at [www.cer-rec.gc.ca](http://www.cer-rec.gc.ca).

Based upon our initial review of the resubmission materials, we are providing the following comments and are requesting that the noted development and regulatory requirements be included as conditions in the Draft Plan approval and Subdivision Agreement between the Municipality and the Proponent. TCPL may submit additional requirements to be included in the Subdivision Agreement.

#### Draft Conditions:

1. For lots and blocks within 30 metres of the pipeline centreline (the "Prescribed Area"), the conditions, restrictions or covenants specified by TCPL shall be included in a separate agreement between TCPL and the Proponent, and the Proponent shall register such agreement against title to the Subject Lands prior to registration of the subdivision plan by way of application to register conditions, restrictions or covenants, as applicable, pursuant to the Land Titles Act, or any amendments thereto.
2. The Municipality shall circulate TCPL on the future Site Plan Applications for Blocks located within the Prescribed Area.

#### Subdivision Agreement:

1. No buildings or structures shall be installed anywhere on TCPL's Right-of-Way. Permanent buildings and structures are to be located a minimum of 7 metres from the edge of the right-of-way. Temporary, moveable or accessory structures, that are not affixed to the ground, are to be located a minimum of 3 metres from the edge of the TCPL Right-of-Way.
2. A minimum setback of 7 metres from the nearest portion of a TCPL pipeline Right-of-Way shall also apply to any parking area, loading spaces, stacking spaces, bicycle parking spaces, and any associated drive aisle or driveway.
3. Written consent must be obtained from TCPL prior to undertaking the following activities:
  - a. Constructing or installing a facility across, on, along or under a TCPL pipeline Right-of-Way. A facility may include, but is not limited to: driveways, roads, access ramps, trails, pathways, utilities, berms, fences/fence posts;
  - b. Conducting a ground disturbance (excavation or digging) on TCPL's pipeline Right-of-Way or within 30 metres of the centreline of TCPL's pipe (the "Prescribed Area");
  - c. Driving a vehicle, mobile equipment or machinery across a TCPL pipeline Right-of-Way outside the travelled portion of a highway or public road;
  - d. Using any explosives within 300 metres of TCPL's pipeline Right-of-Way; and

- e. Use of TCPL's Prescribed Area for storage purposes.

**How to apply for written consent:**

- Determine the location of your work relative to a TCPL Pipeline Right-of-Way. o When planning, and before any work or activities, listed above, can begin, a request for written consent must be submitted to TCPL through its online application form
    - o Location of the work is required, along with the proximity to a TCPL Pipeline Right-of-Way
    - o This information can be obtained through survey plans, or through a locate request
  - Make a locate request online to the One-Call Centre: ClickBeforeYouDig.com or ontarioonecall.ca
    - o The One-Call Centre will notify owners of buried utilities in your area, who will send representatives to mark these facilities with flags, paint or other marks, helping you avoid damaging them. Often written consent for minor activities can be obtained directly from a regional TCPL representative through a locate request.
  - Apply for written consent using TCPL's online application form: [writtenconsent.tcenergy.com](http://writtenconsent.tcenergy.com) or call 1-877-872-5177.
  - Application assessment and consent: Once your information has been assessed and potential impacts have been evaluated, TCPL may:
    - o Grant consent without any conditions
    - o Grant consent that requires certain conditions to be met to assure safety, or
    - o Not grant consent
4. During construction of the site, temporary fencing must be erected and maintained along the limits of the right-of-way by the Proponent to prevent unauthorized access by heavy machinery. The fence erected must meet TCPL's specifications concerning type, height and location. The Proponent is responsible for ensuring proper maintenance of the temporary fencing for the duration of construction.
  5. The Proponent shall install permanent fencing along the limits of TCPL's right-of-way. The fence erected must meet TCPL's and the municipality's specifications concerning type, location, and height. The Proponent must obtain written consent from TCPL prior to any fence construction.
  6. Storage of materials and/or equipment on TCPL's right-of-way is not permitted.
  7. Where provisions for future road crossings of TCPL's right-of-way are shown (Street A and E):
    - a. The road end shall be restricted such that no travelled surface is within 7 metres from the edge of the right-of-way.
    - b. All infrastructure related to future road crossings must be set back a minimum of 7 metres from the edge of the right-of-way. This includes grading and all structures including, curbs and gutters, signalization, and street lighting.



- c. Provisions for required conditions shall be put in place to ensure that no unauthorized access to TCPL's right-of-way occurs.
8. Where TCPL consents to any ground disturbances in proximity to any TCPL pipeline, the original depth of cover over the pipelines within the TCPL Pipeline Right-of-Way shall be restored after construction. This depth of cover over the pipelines shall not be compromised due to rutting, erosion or other means.
9. Facilities shall be constructed to ensure that drainage is directed away from the TCPL Pipeline Right-of-Way so that erosion that would adversely affect the depth of cover over the pipelines does not occur. Catchment basins, drainage swales or berms are not permitted within the TCPL Pipeline Right-of-Way. All infrastructure associated with site servicing, grading, and stormwater management (e.g. subdrains, manholes, catchbasins, retention walls, storm ponds, culverts/riprap) shall be setback a minimum of 7 meters from the edge of the TCPL Pipeline Right-of-Way.
10. Should pooling of water or erosion occur on the TCPL Pipeline Right-of-Way as a result of any facility installation or landscaping, the Proponent will be responsible for the remediation to TCPL's satisfaction.
11. Any large-scale excavation adjacent to the right-of-way, which is deeper than the bottom of the pipe, must incorporate an appropriate setback from the TCPL Pipeline Right-of-Way and must maintain a slope of 3:1 away from the edge of the TCPL Pipeline Right-of-Way.
12. Mechanical excavation within 5 metres of the edge of a TCPL pipeline is prohibited. Hand or hydrovac excavation must be utilized within this distance.
13. In no event shall TCPL be held liable to the Proponent respecting any loss of or damage to the Proponent's Facility, which the Proponent may suffer or incur as a result of the operations of TCPL. The Proponent shall be responsible for all costs involved in replacing the Proponent's Facility damaged or removed during TCPL's operations and shall indemnify and save harmless TCPL from all actions, proceedings, claims, demands and costs brought against or incurred by TCPL as a result of the presence of or damage to the Proponent's Facility on the TCPL Pipeline Right-of-Way.
14. All display plans in the lot/home sales office shall identify the TCPL Pipeline Right-of-Way.
15. The Proponent shall include notice of the following in all offers of purchase and sale:
  - a) Notice of the easement agreement registered against the property which may affect development activities on the property;
  - b) Notice of the 30 metre Prescribed Area as regulated by the CER Act;
  - c) The number of high-pressure natural gas pipelines within the easement and the location of the easement in relation to the development;
  - d) The setback for all permanent structures and excavations from the limits of the TCPL Pipeline Right-of-Way; and,
  - e) The local One Call number 1-800-400-2255 and website ClickBeforeYouDig.com or ontarioonecall.ca.

16. If TCPL's pipelines experience contact damage or other damage as a result of construction, stop work immediately and notify TCPL at once. The TCPL Emergency telephone number is: 1-888-983-7222.
17. All associated work, signage or any other engineering protection measures must be completed by TCPL or its qualified contractors at the sole expense of the Proponent. The complete scope of work that may be required is subject to other conditions that may be necessary related to a finalized design that is approved by TCPL. Additionally, prior to TCPL or its contractors conducting any associated work, TCPL and the Proponent must execute a reimbursement agreement, including financial assurances, which provides that the entire cost of conducting this associated work is 100% reimbursable to TCPL.
18. The Proponent shall ensure through all contracts entered into, that all contractors and subcontractors are aware of and observe the foregoing terms and conditions.

While we understand that the extension of Street 'E' crossing the TCPL Pipeline Right-of-Way does not form part of this application, we would also like to advise the Proponent of the following requirements at such time that this crossing is pursued.

1. The following provides design guidance for crossings:

#### General Requirements:

- The crossing shall occur as close as possible to 90 degrees.
- The crossing shall not occur at a bend in a TCPL pipeline.
- TCPL may require the installation of permanent protective measures depending on site-specific conditions and engineering analyses.

#### General Conditions for Crossings of TCPL Pipelines by Highways, Private Roads and Railways:

- A highway or private road shall be constructed so that the travelled surface is no less than 1.5 metres above the top of the pipeline.
- The bottom of the ditches adjacent to roads should not be less than 1.4 metres above the top of the pipeline.
- Minimum cover for railway crossings (below base of rail) is 3.05 m for uncased pipe.

#### General Conditions for Crossings of TCPL Pipelines by Utilities:

- TCPL shall retain the upper position in the crossing area.
- Minimum separation between buried facilities shall be 300mm (600mm during installation) for open cut excavations and 1000mm for horizontal directional drill installation methods.
- The utility depth shall be maintained for the entire width of the right-of-way.
- The utility shall have no bends within the pipeline right-of-way.
- The utility shall have no joints, splices or other connections within the TCPL pipeline right-of-way.

- Pipeline crossings should not be placed within 7 metres of a TCPL pipeline bend.
- 2. For road crossings, TCPL is required by the CER to prepare a detailed engineering assessment of all roads expected during the construction and operation of the crossing, and, if required, provide designs for appropriate mitigation. The cost of this engineering assessment, analysis and design work, the costs of any required mitigation or pipe modification required will be 100% the responsibility of the Proponent. It is recommended that the Proponent consult with TCPL as soon as possible by contacting MHBC at [TCEnergy@mhbcplan.com](mailto:TCEnergy@mhbcplan.com).

## **Canada Post**

Canada Post has no objections for the proposed development.

Service type and location.

1. Canada Post will provide mail delivery service to this development through Community Mailboxes.
2. Single Detached Dwelling, Semi Detached Units, Townhouses dwellings: Will be serviced through Community Mailbox. The location of these sites is determined between my department (Canada Post Delivery Planning) and the Developers appointed Architect and/or Engineering firm. Given an anticipated 292 units in the subdivision, we have estimated 7 Mailbox Sites are required.
3. Please see attached linked for delivery standards:  
[http://www.canadapost.ca/cpo/mr/assets/pdf/business/standardsmanual\\_en.pdf](http://www.canadapost.ca/cpo/mr/assets/pdf/business/standardsmanual_en.pdf)

## **Municipal requirements**

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

## **Developer timeline, obligations and installation**

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

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