

Town of Whitby Staff Report

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Report Title: Draft Plan of Subdivision Application and Zoning By-law Amendment Applications for 6760 and 6900 Baldwin Street North, by Malone Given Parsons on behalf of Geranium Corporation File No. DEV-07-21 (SW-2021-02, Z-04-21)

Report to: Committee of the Whole

Date of meeting: March 28, 2022

Report Number: PDP 21-22

Department(s) Responsible:

Planning and Development Department
(Planning Services)

Submitted by:

R. Saunders, Commissioner of Planning and Development

Acknowledged by M. Gaskell, Chief Administrative Officer

For additional information, contact:

Justin Malfara, (Acting) Principle Planner
x. 2930

1. Recommendation:

1. That Council approve the Draft Plan of Subdivision (File No. SW-2021-02), subject to the comments included in Planning Report PL 21-22 and the Conditions of Draft Approval included in Attachment #12;
2. That Council approve an amendment to Zoning By-law 1784 (File Z-04-21), as outlined in Planning Report PL 21-22;
3. That Staff be authorized to prepare a Subdivision Agreement;
4. That the Region of Durham Commissioner of Planning and Economic Development be advised of Council's decision;
5. That Williams and Stewart Associates Ltd. be appointed as the Control Architect for the Draft Plan of Subdivision; and,
6. That the Clerk forward a Notice to those parties and agencies that requested to be notified of Council's decision.

2. Highlights:

- Applications for a Draft Plan of Subdivision and Zoning By-Law Amendment have been submitted by Malone Given Parsons (MGP) on behalf of Geranium Corporation for land located at the south west corner of Baldwin Street North and Columbus Road West, municipally addressed as 6760 and 6900 Baldwin Street North.
- The proposed development includes: 14 single detached dwellings; 30 street townhouses; 204 back-to-back townhouses; 474 stacked townhouses; and a 10-storey, 178-278 unit condominium apartment building, with 1,655.0 sq.m of ground floor commercial space.
- Since the initial Public Meeting held on March 29, 2021, revisions have been incorporated to address comments received during the review process, including: reducing the height of the apartment building from 12- to 10-storeys increasing the commercial ground floor area within the proposed apartment building; and, implementing a built form transition and proposed landscaping enhancements to the existing residential lands to the west.

3. Background:

3.1 Site Area and Description

The subject land is municipally addressed as 6760 and 6900 Baldwin Street North, and is situated on the south west corner of Baldwin Street North and Columbus Road West (refer to Attachment #1).

The subject land is approximately 11.35 hectares (28.0ac.) in area and is currently occupied by a concrete batching plant (Brooklin Concrete).

Surrounding land uses include:

- single detached residential dwellings to the west;
- agricultural lands (future development) to the north;
- commercial, institutional, and low density residential uses to the east; and,
- vacant open space and the Durham District High School to the south (refer to Attachment #2).

3.2 Applications and Proposed Development

3.2.1 Draft Plan of Subdivision

The original Draft Plan of Subdivision, presented at the Statutory Public Meeting on May 31, 2021, included the following:

- 12 single detached dwelling lots;
- 4 blocks to accommodate 36 street townhouse dwellings;
- 2 blocks to accommodate 204 back-to-back townhouse dwellings;

- 3 blocks to accommodate 529 stacked townhouse dwellings;
- A mixed use block to accommodate a 12-storey apartment building, containing 146 residential units and 620 sq.m of at grade commercial space;
- a park block;
- stormwater management pond and walkway blocks;
- natural heritage system blocks;
- road widening blocks; and,
- roads (refer to Attachments #3 and 4).

The proposed draft plan has since been revised to include the following:

- 14 single detached dwelling lots;
- 4 blocks to accommodate 30 street townhouse dwellings;
- 12 blocks to accommodate 204 back-to-back townhouse dwellings;
- 3 blocks to accommodate 474 stacked townhouse dwellings;
- a mixed use block to accommodate a 10-storey apartment building at the south west corner of Baldwin Street N and Columbus Road W, containing between 178-278 residential units and 1,655.0 sq.m of at grade commercial space;
- a park block central to the site; and,
- a public open space/vista block at the south west corner of the property (refer to Attachments #5 and #6).

3.2.2 Zoning By-law Amendment

The Zoning By-law Amendment Application proposes to change the existing zoning from Restricted Industrial Zone (M1), Brooklin Secondary Plan Industrial Zone (M1-BP), and Development Zone (D (NR)) to appropriate zone categories to implement the proposed Draft Plan of Subdivision.

The proposed Zoning for the subject land is similar in nature and generally modeled after the approved zone provisions set out for similar developments located in West Whitby. The Zoning By-law will be brought forward for Council consideration on April 11, 2022.

3.3 Documents Submitted in Support

A number of documents were submitted in support of the applications, including the following:

- A proposed Draft Plan of Subdivision, prepared by Malone Given Parsons Ltd., dated December 2020 – Revised October 2021 (refer to Attachment #5);

- A proposed Conceptual Development Plan, prepared by Malone Given Parsons Ltd., dated February 2021 – Revised February 2022 (refer to Attachment #6);
- An Active Transportation Connections Plan, prepared by the BA Group, dated February 2021- Revised October 2021. The ATCP provides a summary of active transportation infrastructure including sidewalks, pedestrian connections, and multi-use paths;
- A Planning Opinion Report/Sustainability Plan, prepared by Malone Given Parsons Ltd., dated February 2021. The report reviewed the applicable planning legislation and policies pertaining to the subject lands. It concluded that the development was appropriate for the subject land;
- A Scoped Block Plan, prepared by Malone Given Parsons Ltd., dated February 2021;
- A Preliminary Geotechnical Investigation, prepared by Golder Associates Ltd, dated February 2021 – Revised October 2021. The report highlighted the results of geotechnical investigations conducted on the subject land to determine the existing subsurface soil and groundwater conditions. Recommendations of the report support the development;
- A Hydrogeological Investigation Report, prepared by Golder Associates Ltd, dated February 2021 – Revised October 2021. The report assessed the existing hydrogeological conditions of the subject land, to prepare a pre/post water budget based on the proposed design, and to assess potential LID options, which will be addressed as part of the detailed engineering design;
- An Environmental Impact Study, prepared by Beacon Environmental, dated February 2021 – Revised October 2021. The report assessed the site for potential environmental contaminants based upon the site history and the adjacent properties. The study recommends additional buffer features to the existing natural heritage features and Columbus Tributary on the subject property, in addition to the removal of non-native and invasive vegetation;
- A Phase 1 Environmental Site Assessment, prepared by Golder Associates Ltd, dated February 2021. The report assessed the site for potential environmental contaminants based upon the site history and the adjacent properties. Areas of potential contaminants were identified and a Phase 2 ESA will be required;
- A Tree Inventory and Preservation Plan and Arborist Report, prepared by Beacon Environmental, dated February 2021 – Revised October 2021. The arborist report and tree protection plan was prepared to evaluate the onsite woodland vegetation to recommend tree removals and compensation planting;

- A Functional Servicing Brief and Stormwater Management Report, prepared by SCS Consulting Group Ltd., dated February 2021 – Revised October 2021. This report also included the Existing Storm Drainage Plan, Proposed Storm Drainage Plan, Preliminary Servicing Plan, and Preliminary Grading Plan. The FSR identifies how the subject development can be graded and serviced (storm, sanitary, water) to support the development in association with various design criteria. The report also provided a summary of the stormwater management approach for the SWM pond facilities. Detailed erosion and sediment control protocols will be completed during the detailed design stage of the development, in accordance with municipal requirements;
- A Transportation Impact Study, prepared by BA Group, dated February 2021;
- An Active Transportation and Transit Plan, prepared by BA Group, dated February 2021. The TIS cited several background transportation studies, highlighted how the local road network within the proposed development is estimated to function and provided traffic volume forecasts and intersection analysis. The study concluded that the site can accommodate the demands of the planned future road network;
- A Stage 1-2 Archaeological Assessment, prepared by Golder Associates Ltd., dated February 2021. The assessment included archaeological fieldwork and inspection of the subject lands as well as clearance from the Ministry of Heritage, Sport, Tourism, and Culture Industries;
- Whitby Green Standards Checklist, prepared by Malone Given Parsons, dated February 2021 and Sustainability Report dated October 2021. Sustainability measures will be addressed at the detailed design stage and also during the future Site Plan application stages;
- A Topographic Survey, prepared by Ivan B. Wallace Ontario Land Surveyor Ltd. dated July 21, 2014.

The above documents were distributed to relevant internal departments and external agencies for their review and comment.

4. Discussion:

4.1 Region of Durham Official Plan

The subject land is designated 'Living Areas' in the Regional Official Plan (ROP), which is primarily intended to provide a wide variety of residential types and tenures for various types of socio-economic groups. Living Areas are to be developed in a compact urban form with higher densities focused along the major arterial roads.

The frontage along Columbus Road East is also designated as a Regional Corridor. Regional Corridors provide transportation connections to urban and

regional centres, and are intended to support higher density mixed use development with a variety of built forms.

The proposed development conforms to the Regional Official Plan.

4.2 Town of Whitby Official Plan

The subject land is comprised of a number of land use designations according to Schedule 'K' of the Brooklin Community Secondary Plan, including Low, Medium, Mixed Use 1 – Community Central Area, Natural Heritage System and Natural Hazards (refer to Attachment #7).

4.2.1 Low Density Residential

Lands designated Low Density Residential are primarily intended for single, semi-detached and duplex dwellings, as well as other similar ground oriented dwellings, not exceeding 3-storeys in height, at a density of 25 to 35 units per net hectare.

The Low Density designation is situated in the west portion of the property, abutting the existing low density residential uses along Camber Court. The proposed development includes 14 single detached dwelling lots within this area. This will provide an appropriate transition of built form between the existing low density uses to the west (Camber Court) and the proposed higher density land uses central to the subject land and along Baldwin Street North.

4.2.2 Medium Density Residential

The Medium Density Residential designation is intended to provide residential development at increased densities along arterial and collector roads within the surrounding Community Central Areas. Development is to support future transit and active transportation, support commercial and mixed-use nodes, create walkable higher density nodes and function as a transition in density and intensity of uses between Low Density Residential Areas and higher density mixed-use and commercial areas.

Street and block townhouses, apartments, and other forms of multiple dwellings, not exceeding a height of 4-storeys, are permitted. Within Intensification Corridors along Columbus Road, as well as along Baldwin Street north of Columbus Road, the minimum density is to be 50 units per net hectare and the maximum density permitted is 80 units per net hectare.

For the lands fronting Columbus Street West, the proponent is proposing approximately 242 stacked townhouse dwelling units.

4.2.3 Mixed-Use-1-Community Central Area

The Mixed-Use 1- Community Central Area designation is intended to provide a mix of residential and commercial uses in a pedestrian-oriented manner at a density which supports frequent transit service.

Each property is to have a mix of two or more land uses, and each Mixed-Use 1 – Community Central Area designation as a whole is intended to provide a mix of residential and commercial uses.

Townhouses, apartments, and other forms of multiple dwellings are permitted with a density range between 65 and 135 dwelling units per net hectare. Proposals for High Density Residential development and redevelopment, up to 300 dwelling units per net hectare and 12-storeys in height, may be considered through an amendment to the Zoning Bylaw where the lands are located within Intensification Corridors.

The proponent is proposing between 426-526 dwelling units within the Mixed-Use 1 block along Baldwin Street South. This includes 232 stacked townhouse dwelling units, and 16 street townhouse dwelling units, and between 178-278 apartment dwelling units. The proposed density is approximately 226 units per net hectare.

The proponent has also revised the mixed use apartment building located at the south west corner of Columbus Road West and Baldwin Street South: to reduce the height from 12-storeys to 10-storeys; to extend the building exposure along Baldwin and Columbus; and, to increase the retail/commercial floor space to 1,655 sq.m.

4.2.4 Natural Heritage System / Natural Hazards

The Natural Heritage System designation is comprised of an interconnected system of key natural heritage and hydrologic features. The extent and exact location of the component natural heritage and hydrologic features of the Natural Heritage System are to be determined through appropriate environmental studies. Lands designated Natural Hazard include areas that are unstable, prone to flooding conditions, poor soils, steep slopes and erosion hazards.

Through the development review process the proponent proposed the refinement of the Natural Heritage System/Natural Hazard land use designation for a portions of the property. This refinement is predominantly located within the centre of the property, whereby the assessed Natural Heritage System and environmental features located along the southern boundary of the property will be preserved/enhanced.

Final approval, including detailed natural hazards surveying and compensation strategies shall be coordinated with the Central Lake Ontario Conservation Authority at the detailed design stage for this subdivision.

4.3 Town of Whitby Zoning By-law 1784

The subject land is currently zoned Restricted Industrial Zone (M1), Brooklin Secondary Plan Industrial Zone (M1-BP), and Development Zone (D (NR)) (refer to Attachment #8).

A Zoning By-law Amendment has been submitted to implement the Brooklin Community Secondary Plan land use designations and the proposed Draft Plan of Subdivision.

The proposed Zoning for the subject land is similar in nature and generally modeled after the approved zone provisions set out for similar developments located in West Whitby. The Zoning By-law will be brought forward for Council consideration on April 11, 2022.

4.4 General Comments

4.4.1 Control Architect

A Control Architect will be required to oversee the design of the subdivision's built form, in accordance with the requirements of the Brooklin Urban Design and Architectural Guidelines. It is recommended that Williams and Stewart be appointed as the Control Architect for the proposed draft plan of subdivision.

4.4.2 Fire Break Lots

The proponent must submit a Firebreak Lot Plan for review and approval by the Town of Whitby Fire and Emergency Services Department. The plan must demonstrate which lots and/or blocks will remain unbuilt to serve as firebreaks within the development during the construction period.

4.4.3 Composite Transportation Component Plan

The Engineering Services Division has provided a Composite Transportation Component Plan to identify the anticipated locations of traffic infrastructure, including sidewalks, multi-use paths and road right-of-way dimensions (refer to Attachment #9). These elements will be further refined and implemented through the future detailed engineering design process.

4.4.4 Park Blocks

The proponent has proposed two public open space blocks within the plan of subdivision. This includes a 0.51 ha park block central to the development, which includes a playground area, shade and seating and internal pathways. The second open space block is proposed at the south west corner of the property. The design of this block is proposed to be passive in nature and will be reviewed by Parks Staff through the detailed design process.

5. Financial Considerations:

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 Public Works Asset Management annual report.

Asset	Quantity
Roads	1.8 lane-km
Sidewalks/Multi-use paths	2.5km
Storm Sewers	0.9 km
Ponds	8300m ³ / 0.83ha
Local Parks	0.51ha

6. Communication and Public Engagement:

A Public Information Meeting was held on May 31, 2021 in accordance with the Town of Whitby Official Plan and the Planning Act. The meeting provided the public an opportunity to make representation in respect to the Draft Plan of Subdivision and Zoning By-law Amendment applications. Refer to Attachment #10 for the Minutes of the Public Meeting.

Written correspondence has also been received from Sean Hertel + Associates Urban Planning on behalf of the Camber Court Owners Association (CCOA). The written correspondence identified concerns related to:

- The exclusion of an active transportation connection between the proposed development and Camber Court;
- Implementation of an enhanced landscape buffer located within the boulevard along the east side of Camber Court; and,
- Preservation and enhancement of the natural open space located within the south west corner of the applicant's property.

In response to the concerns raised by the CCOA, the proposed Draft Plan has been revised to include a passive recreation park block at the southwest corner of the property. This block does not include any connections to Camber Court. Notable features include a proposed wetland, enhancement planting, seating areas, and a trail extending towards the east portion of the applicant's property.

With regards to the buffer planting along Camber Court, the applicant has submitted a landscape plan to the Planning and Development Department. This plan is currently being reviewed.

All individuals who registered as an interested party at the statutory public meeting and any individuals who provided written correspondence to the Town have been provided notice of the March 28, 2022 Committee of the Whole Meeting.

7. Input from Departments/Sources:

The following agencies have reviewed the applications and have no objections:

- Whitby Fire and Emergency Services;
- Whitby Strategic Initiatives;
- Whitby Accessibility Division;
- Whitby Treasury;
- Bell Canada;
- Canada Post;
- Enbridge Gas Distribution;
- Elexicon Energy Inc.; and,
- Rogers Communication.

Refer to Attachment #11 for additional detailed comments.

Internal Departments

Engineering Services

The Town's Engineering Services Division has reviewed the revised development proposal and finds that it is generally acceptable for a preliminary review however, there are revisions that will be required through the detailed design process in order for the proposed subdivision to conform to our Design Criteria and Engineering Standards.

Community Services – Parks Development

The development application introduces a Parkette Block within the site area. The Brooklin Secondary Plan does not indicate a specific park designation symbol. Parks staff believe the addition of a Parkette block to serve this neighbourhood is warranted. Columbus Road West and Baldwin Street North will limit the walkability desire for many residents as the nearest existing park is Selkirk Park requiring the crossing of Baldwin Street North.

Parks staff are satisfied with the proposed location of Park Block 32 and is centrally located within the proposed neighbourhood. Parks staff are satisfied with the a park facility fitment plan for Park Block 32 as it includes play facilities setback of 20 metres from residential property lines and 15 metres from other property lines including roadways. The park fitment plan depicts a playground area, shade and seating and internal pathways.

Open Space Block 33 is proposed within the south-west portion of the plan adjacent the stormwater management block. Parks and Parks Operations staff will review design plans for this block through the subdivision agreement process. A letter of credit for the proposed elements within Block 33 including the pathway, proposed wetland, landscape/hardscape work and community garden creation would be developed and included within the subdivision agreement.

Parks staff would note that a triangular shaped parcel outside the limits of the proposed development south of the Open Space Block and Stormwater Management Block remains in private ownership. Staff highlight this property, as any future pedestrian connection to Brooklin High School may involve portions of this land currently outside of the Town's control.

Whitby Sustainability and Climate Change - Strategic Initiatives

Staff acknowledge and appreciate the sustainability considerations outlined in the Whitby Green Standard Checklist and Sustainability Rationale Report and understand that more detail will be provided as the application progresses into the detailed design phase.

External Agencies

Central Lake Ontario Conservation Authority

With regards to the proposed Zoning By-law amendment application, all natural heritage features, their associated vegetation protection zones, as well as all hazard lands and their associated development setbacks should be zoned Greenbelt (G). Moreover, all 'new' natural heritage features created as part of any required natural heritage compensation plan should be zoned Greenbelt (G).

CLOCA staff have completed the review of the submitted materials related to the proposed subdivision and have issued conditions of draft plan approval for the proposed plan of subdivision. CLOCA staff recommend that any approval of the proposed plan of subdivision be subject to conditions of draft plan approval on behalf of the Central Lake Ontario Conservation Authority.

CLOCA also identified in their comments several items that shall be address as part of the detailed design for the proposed subdivision. A letter outlining how each of the detailed design comments have been addressed should be provided prior to the issuance of a CLOCA permit.

Region of Durham (Planning, Engineering, and Transit)

The Region of Durham Planning Department has reviewed the subject draft plan proposal and finds that it conforms to, and is consistent with, the applicable Provincial and Regional land use policies. The Region has no objection to draft approval of the plan subject to the proponent satisfying the Region's draft conditions as provided.

The subject site is designated "Regional Corridor" and "Living Areas" in the Regional Official Plan (ROP). Regional Corridors shall be planned and developed as higher density, mixed use areas, supporting higher order transit services and pedestrian oriented development. Living Areas shall be predominantly used for housing purposes.

The subject site is also located within the Built Boundary. Redevelopment of the site from an industrial use to a residential use will assist the Town in meeting its intensification targets.

The development does not present any significant impacts from a transit perspective, however the proponent will need to coordinate engineering plans with Durham Region Transit to their satisfaction.

A Stage 1 and Stage 2 Archaeological Assessment was submitted in support of the application. No archaeological resources were identified. The assessment was submitted to the Ministry of Heritage, Sport, Tourism and Culture Industries and entered into the Public Register of Archaeological Reports. There are no further matters of archaeological concern on the subject site.

A Phase 1 Environmental Site Assessment (ESA) was submitted in support of the application. The Phase 1 ESA identified the need for a Phase 2 ESA report. A Record of Site Condition will be required, as per the Province's Regulation 153/04.

The subject site is adjacent to Baldwin Street, a Type 'C' arterial road and Columbus Road a Type 'B' arterial road. An environmental noise study addressing transportation noise impacts is required in support of the application.

Water supply to the subject property is available from an existing 200 mm watermain on Camber Court and/or the existing 400 mm watermain on Baldwin Street. The Region will not permit any connections to the existing 600 mm Zone 3 feedermain on Columbus Road.

Sanitary servicing to the subject property is available from the existing 525 mm sanitary sewer on Camber Court. As Brooklin expands, it is estimated that the sewage flows will exceed the conveyance capacity of the Corbett Creek Trunk Sanitary Sewer. Sanitary servicing will be allocated on a first come basis.

Ministry of Transportation Ontario (MTO)

The design drawings must indicate the MTO property line and a setback for all essential structures. Setbacks must be no less than the established building line in the area. The MTO will continue to request that plans be revised to meet the 14 metre setback.

Durham District School Board

The Durham District School Board has no objection to the proposed development but has expressed the following comments. It is advised that the school board contact the Town of Whitby Engineering Services Department regarding the below items:

- That the sidewalk, currently ending at the corner of north-west corner of Carnwith Drive West and Baldwin Street be extended north to the proposed residential development to allow students to walk to school;
- That the speed limit on Baldwin Street be revised to 50 kilometres/hour from Columbus Road south in both directions for the safety of students walking to/from Brooklin HS; and,

- That Brooklin HS be permitted to gain access to Baldwin Street with a right turn only lane, from the school onto Baldwin.

Refer to Attachment #11 for additional detailed comments and Attachment #12 for Conditions of Draft Plan of Subdivision Approval.

8. Strategic Priorities:

The proposed development supports the Council goal of providing strong walkable and complete communities, and to remain a destination of choice for families. This development proposal provides local amenities including park space and active transportation options, as well as a variety of building typologies for current and future Whitby residents.

Additionally, this proposal supports Council's goal for environmental sustainability with the inclusion of the Sustainability Report and the corresponding Whitby Green Standard Checklist for the development to implement. The development review process continues to be a public process that provides an opportunity for input on the review of the proposed application, which aligns with the objectives of the Corporate Strategic Plan to provide a consistent, optimized and positive customer service experience.

9. Attachments:

Attachment #1 – Location Sketch

Attachment #2 – Aerial Context Map

Attachment #3 – Applicant's Original Draft Plan Proposal

Attachment #4 – Applicant's Original Concept Plan

Attachment #5 – Applicant's Revised Draft Plan Proposal

Attachment #6 – Applicant's Revised Concept Plan

Attachment #7 – Excerpt from Town of Whitby Secondary Plan Schedule 'K'

Attachment #8 – Excerpt from Zoning By-law 1784

Attachment #9 – Composite Transportation Component Plan

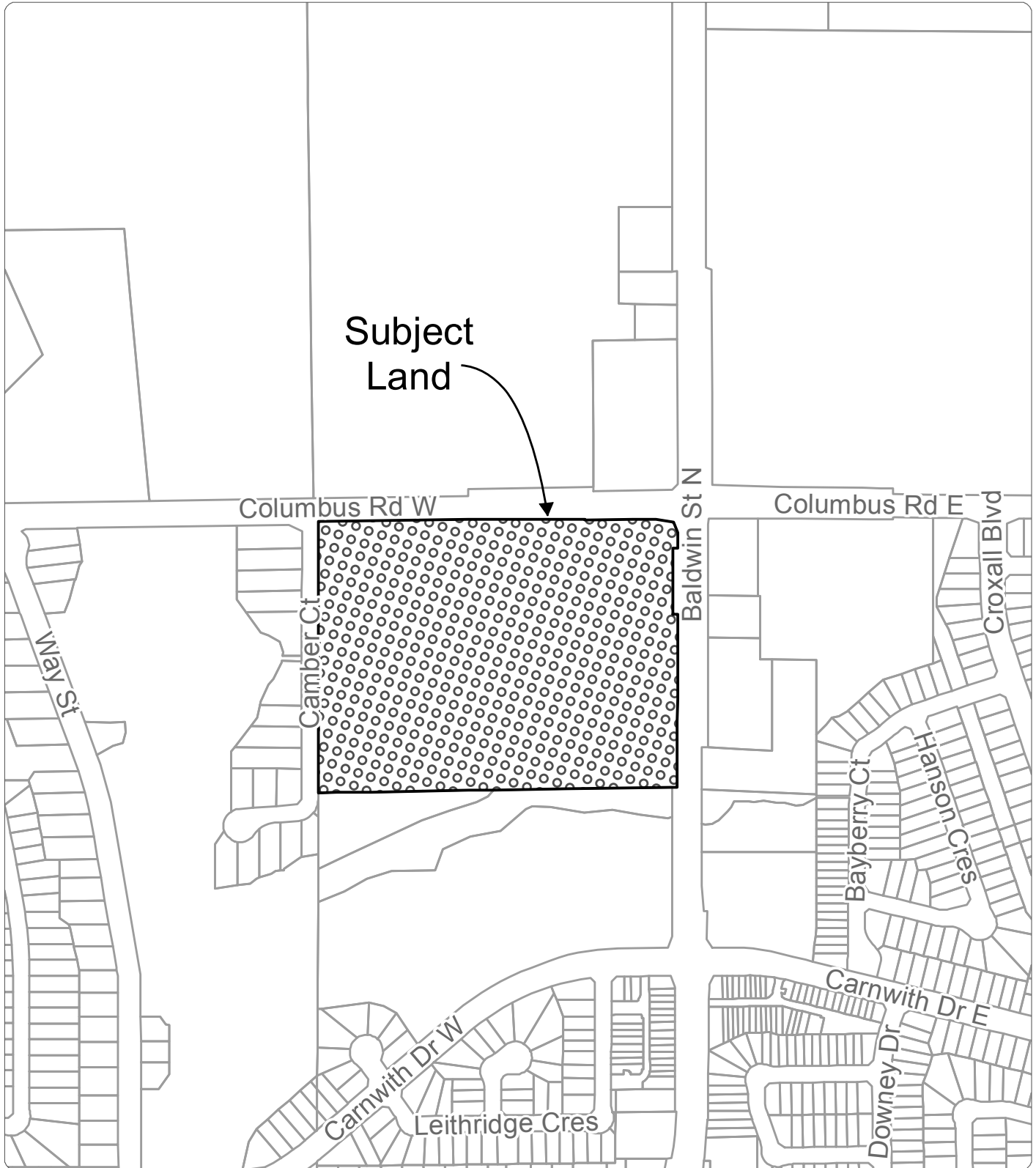
Attachment #10 – Public Meeting Minutes

Attachment #11 – Agency and Stakeholder Detailed Comments

Attachment #12 – Conditions of Draft Plan of Subdivision Approval

Attachment #1 Location Sketch

PDP-21-22



Town of Whitby Planning and Development Department

Proponent:
Malone Given Parsons on behalf of
Geranium Corporation

File Number:
DEV-07-21
(SW-2021-02 / Z-04-21)

Date:
March 2022



Attachment #2 Aerial Context Map

PDP-21-22



Town of Whitby Planning and Development Department

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File Number:
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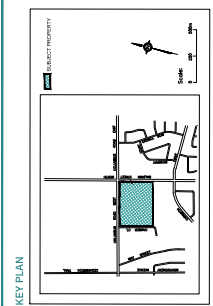
Date:
March 2022



Attachment #5

Proponent's Revised Draft Plan Proposal

DRAFT PLAN OF SUBDIVISION
XXT-XXXXXX
 Part of Lot 23
 Concession 6,
 (Geographic Township of Whitby)
 Town of Whitby
 Regional Municipality of Durham



SCHEDULE OF LAND USE

Block No.	Block Area (ha)	Area (ha)	Area (%)
Block 27	2.25	11.60	14.4
Block 28	0.79	3.95	4.9
Block 29	1.32	6.54	8.3
Block 30	1.32	6.54	8.3
Block 31	0.85	4.18	5.3
Block 32	0.51	2.51	3.2
Block 33	0.41	2.00	2.5
Block 34	0.83	4.05	5.1
Block 35	0.41	2.00	2.5
Block 36	0.41	2.00	2.5
Block 37	0.41	2.00	2.5
Block 38	0.41	2.00	2.5
Block 39	0.41	2.00	2.5
Block 40	0.41	2.00	2.5
Block 41	0.41	2.00	2.5
Block 42	0.41	2.00	2.5
Block 43	0.41	2.00	2.5
Block 44	0.41	2.00	2.5
Block 45	0.41	2.00	2.5
Block 46	0.41	2.00	2.5
Block 47	0.41	2.00	2.5
Block 48	0.41	2.00	2.5
Block 49	0.41	2.00	2.5
Block 50	0.41	2.00	2.5
Block 51	0.41	2.00	2.5
Block 52	0.41	2.00	2.5
Block 53	0.41	2.00	2.5
Block 54	0.41	2.00	2.5
Block 55	0.41	2.00	2.5
Block 56	0.41	2.00	2.5
Block 57	0.41	2.00	2.5
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Block 64	0.41	2.00	2.5
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Block 82	0.41	2.00	2.5
Block 83	0.41	2.00	2.5
Block 84	0.41	2.00	2.5
Block 85	0.41	2.00	2.5
Block 86	0.41	2.00	2.5
Block 87	0.41	2.00	2.5
Block 88	0.41	2.00	2.5
Block 89	0.41	2.00	2.5
Block 90	0.41	2.00	2.5
Block 91	0.41	2.00	2.5
Block 92	0.41	2.00	2.5
Block 93	0.41	2.00	2.5
Block 94	0.41	2.00	2.5
Block 95	0.41	2.00	2.5
Block 96	0.41	2.00	2.5
Block 97	0.41	2.00	2.5
Block 98	0.41	2.00	2.5
Block 99	0.41	2.00	2.5
Block 100	0.41	2.00	2.5

OWNERS AUTHORIZATION
 I, the undersigned, being the owner of the land shown on this Plan and being duly qualified to execute this instrument, do hereby authorize the preparation and submission of this Draft Plan of Subdivision to the Town of Whitby.

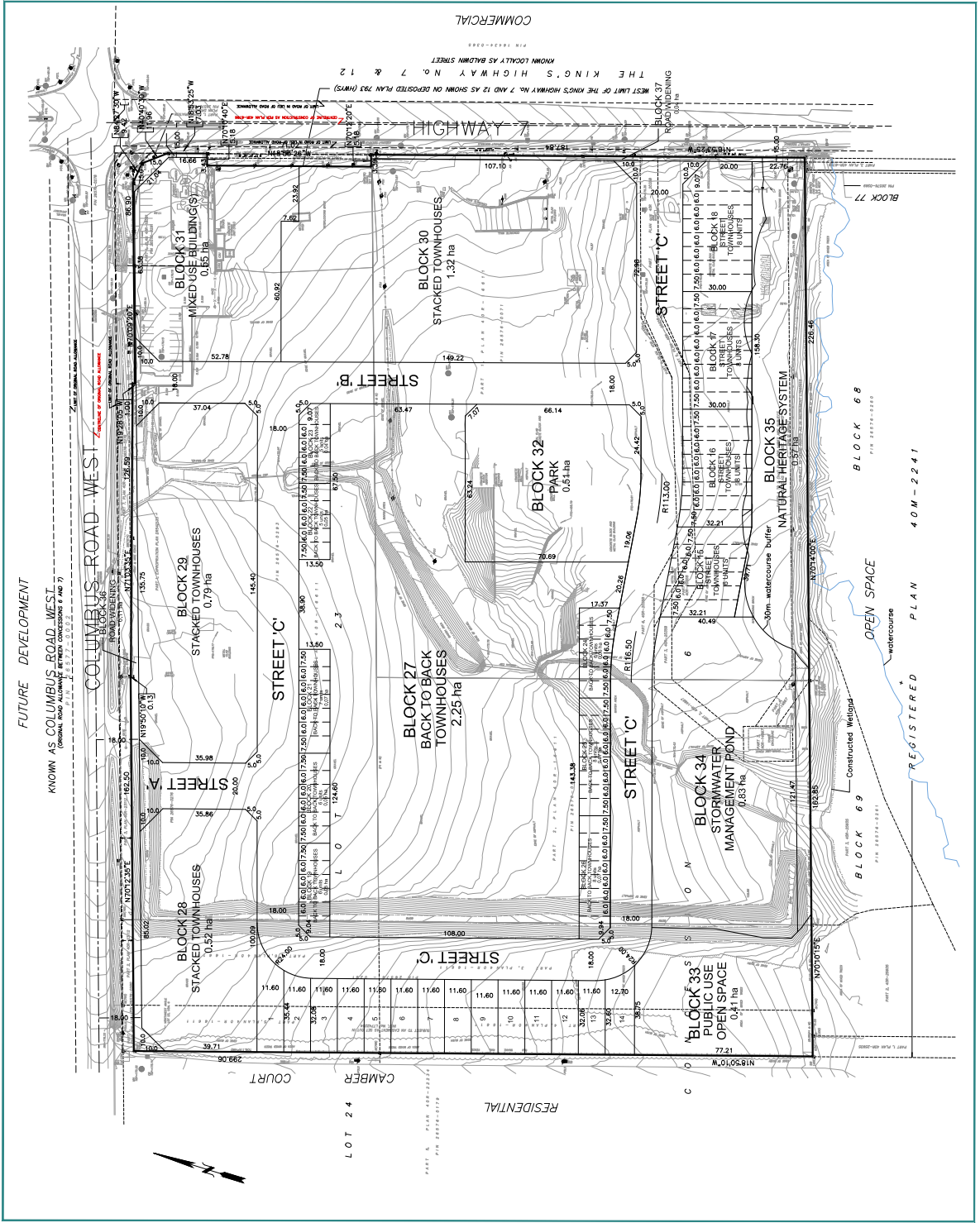
SURVEYOR'S CERTIFICATE
 I hereby certify that the boundaries of the blocks to be subdivided as shown on this Plan and their relationship to the surrounding lands are correctly shown.

DATE: February 28, 2021
 SURVEYOR: [Signature]

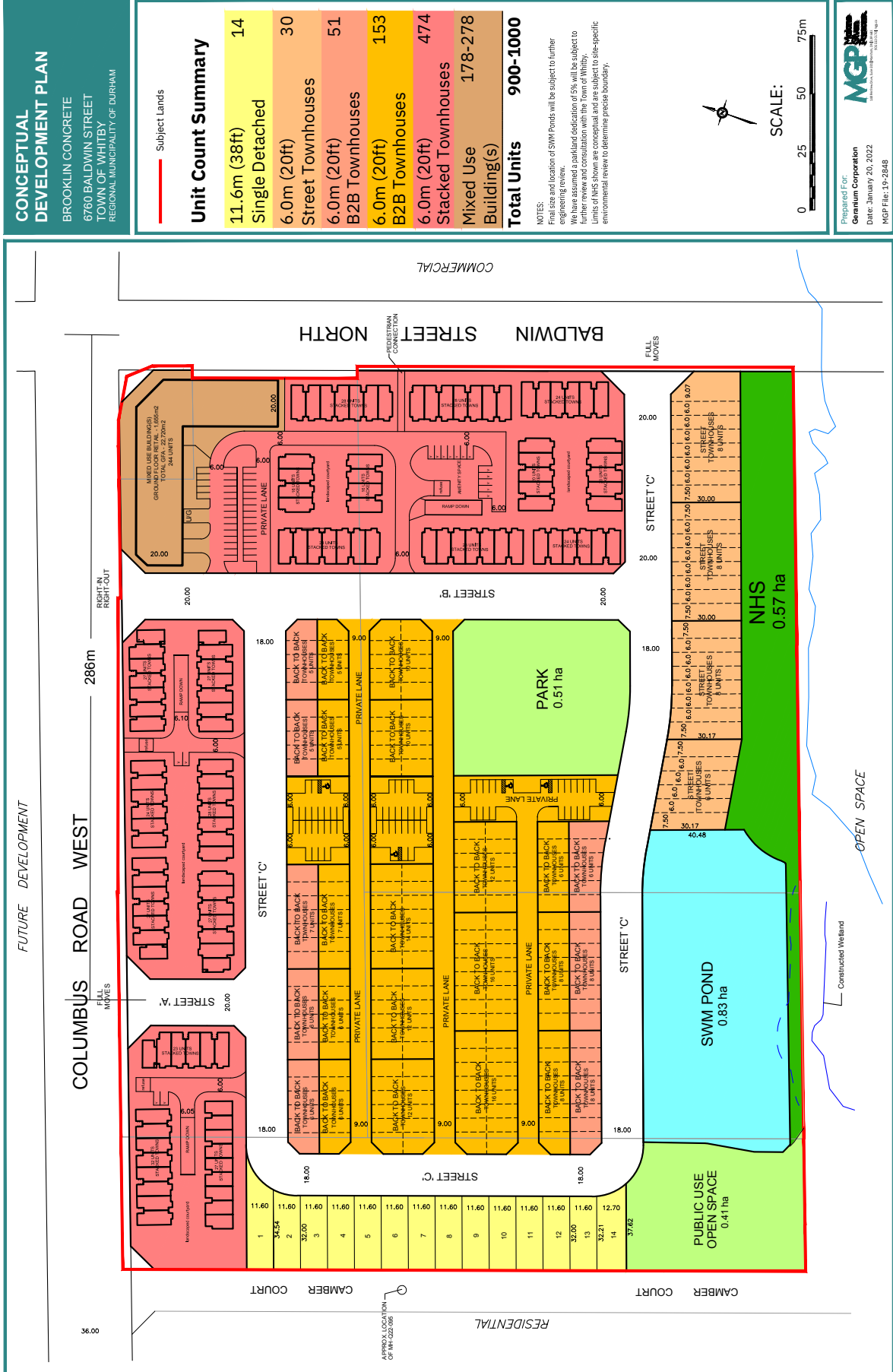
ADDITIONAL INFORMATION
 AS REQUIRED UNDER SECTION 51(1) OF THE PLANNING ACT, CHAPTER P13 OF THE REGULATION (M.C. 609) - AS SHOWN ON THE DRAFT PLAN:
 (1) - All shown on the Draft and may be:
 (a) - A public road, alley, driveway, or other public use.
 (b) - A public use, other than a public road, alley, driveway, or other public use.
 (c) - A public use, other than a public road, alley, driveway, or other public use.
 (d) - A public use, other than a public road, alley, driveway, or other public use.
 (e) - A public use, other than a public road, alley, driveway, or other public use.
 (f) - A public use, other than a public road, alley, driveway, or other public use.
 (g) - A public use, other than a public road, alley, driveway, or other public use.
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SCALE: 1:750
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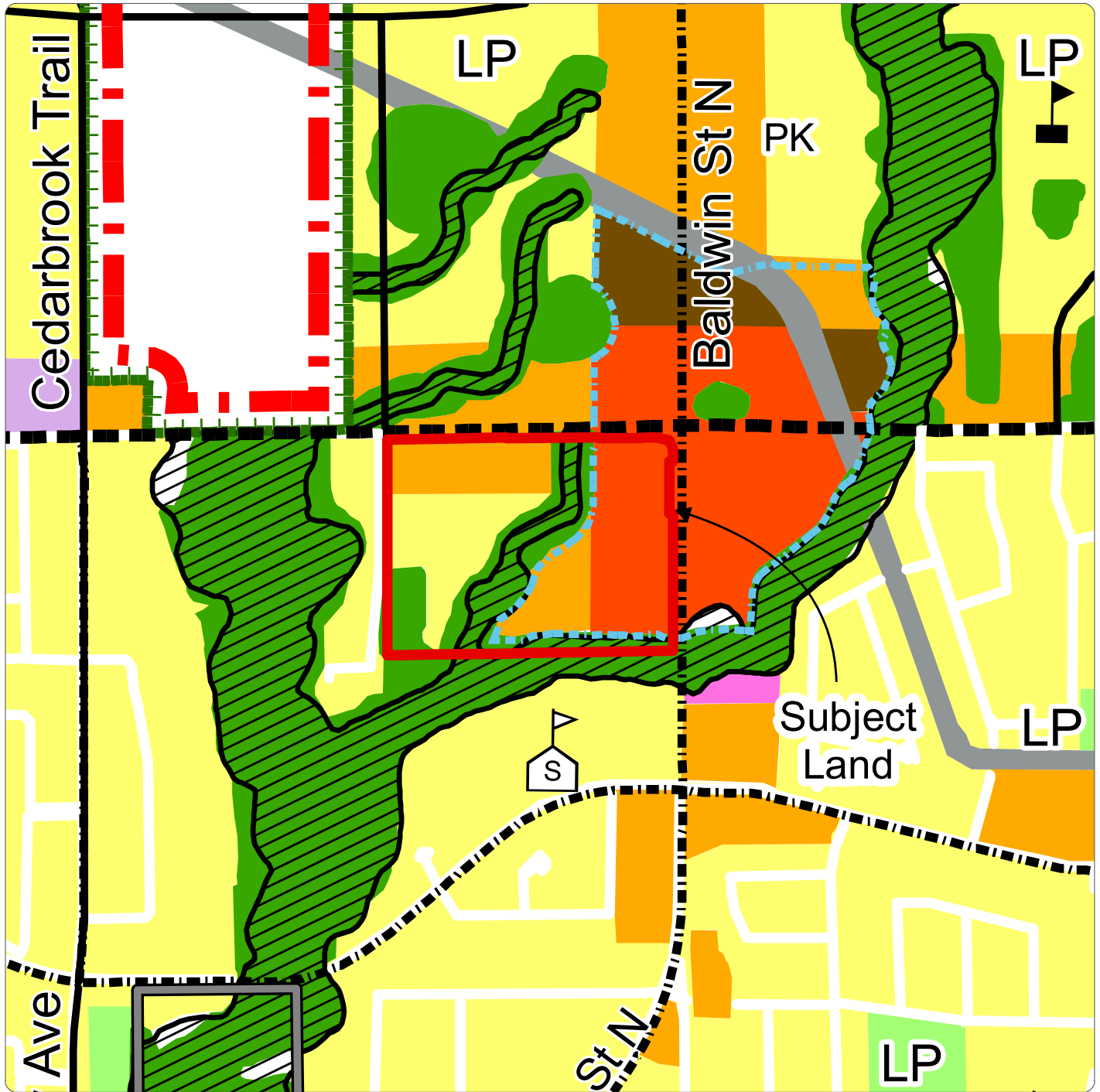
Prepared for:
 Genium Corporation
 MFP File: P-2021



Attachment #6 Proponent's Revised Concept Plan



Excerpt from the Brooklin Community Secondary Plan Schedule 'K'

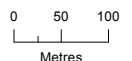


LEGEND

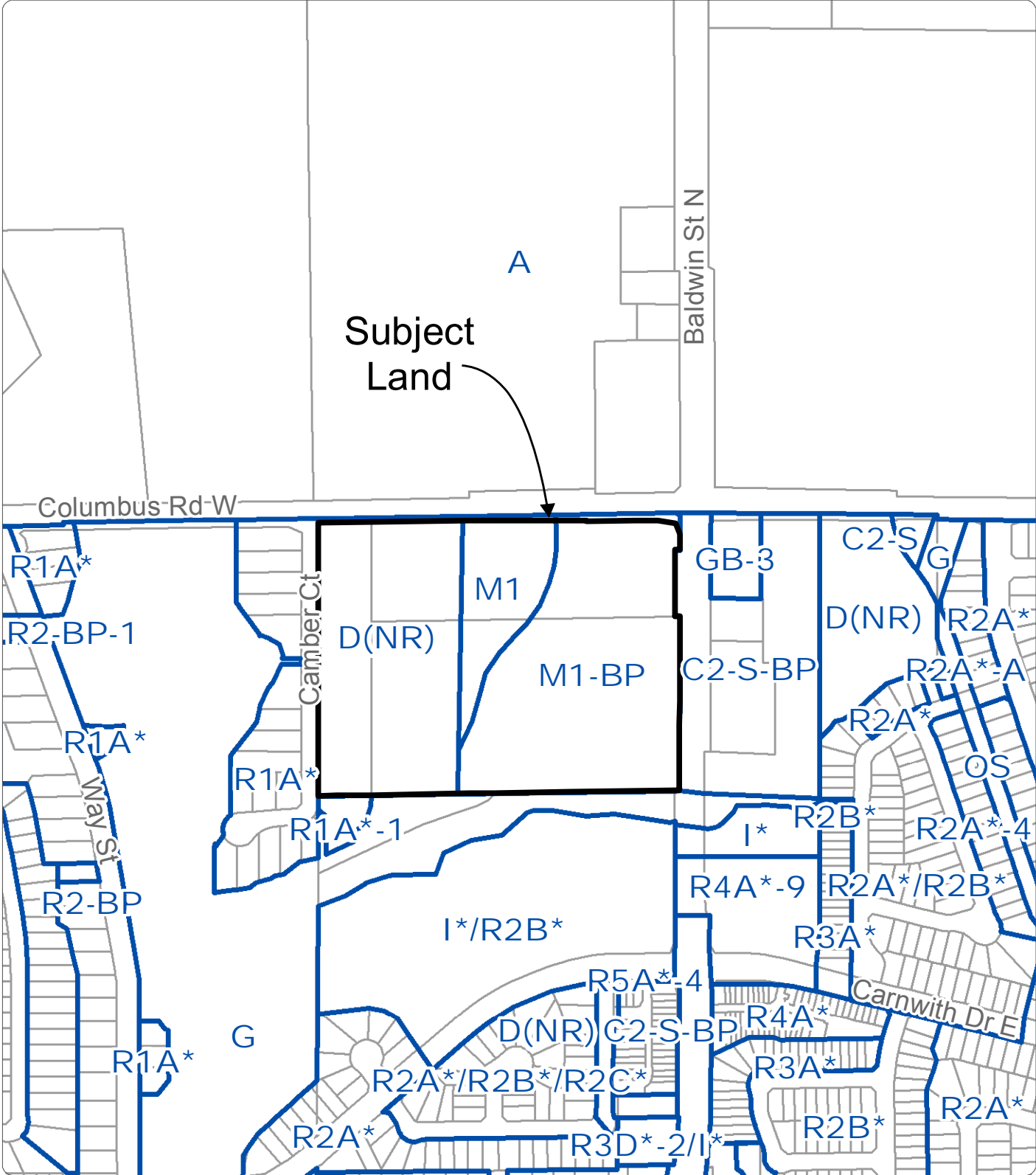
Low Density Residential	Major Open Space	Natural Hazards	Grade Separation
Medium Density Residential	District Park	Utility	Potential Grade Separation
High Density Residential	Local Park	Health Precinct Special Policy Area	Future Transitway Station
Local Commercial	Parkette	Community Central Area	Controlled Access Highway (Freeway)
Special Purpose Commercial	Town Park	Major Central Area	Type A Arterial
Heritage Commercial	Institutional	Secondary Plan Boundary	Type B Arterial
Major Commercial	Secondary Schools	Heritage Conservation District Boundary	Type C Arterial
Mixed-Use 1 - Community Central Area	Elementary Schools	Special Policy Area - Refer to Section 11.5.31.6	Collector Road
Mixed-Use 2 - HCD	Linkage in NHS	Full Interchange	Greenbelt Plan Boundary
Mixed-Use 3	D1 Deferred by the Region of Durham	Potential Interchange (Subject to Further Study)	
Prestige Industrial	Lands subject to Durham Regional Official Plan Policy 14.13.7 - D2		
Business Park			
General Industrial			

Excerpt from: Schedule **K**
Brooklin Community Secondary Plan

Town of Whitby



Attachment #8
Excerpt from Zoning By-Law 1784



 Town of Whitby Planning and Development Department			
Proponent: Malone Given Parsons on behalf of Geranium Corporation	File Number: DEV-07-21 (SW-2021-02 / Z-04-21)	Date: March 2022	

Attachment #10

Public Meeting Minutes

PDP-21-22

Public Meetings Minutes
May 31, 2021 - 7:00 PM

6. Planning and Development Department Report, PL 27-21
Re: Draft Plan of Subdivision and Zoning By-law Amendment
Applications, 6760 and 6900 Baldwin Street North, Malone Given
Parsons on Behalf of Geranium Corporation, File Numbers: DEV-07-21
(SW-2021-02, Z-04-21)

Justin Malfara, Planner I, provided a PowerPoint presentation which included an overview of the applications.

Matthew Cory, Cheryl Shindruk, Mark Schollen, Carolyn Glass, John Priamo, Mark Jamieson, and Steve Keenan representing Geranium Corporation, provided a PowerPoint presentation which included a detailed overview of the applications.

The Chair indicated that comments would now be received from members of the public who registered to speak.

Mae Chiang, 2 Camber Court, stated that she resides at the north end of Camber Court, that her home was constructed in Brooklin about seven years ago, and that she loves the neighbourhood. Ms. Chiang advised that she was speaking on behalf of her neighbours on Camber Court and more specifically for the four closest neighbours who would be most impacted by the height and sight lines of the stacked townhouses across from of their single family dwellings. She advised that since residents of Camber Court met with representatives of Geranium Corporation on May 18, 2021 and voiced their concerns there has been collaboration between representatives of the neighbours and Geranium Corporation.

Mr. Chiang noted that Geranium Corporation agreed to a tree buffer and a fence between the existing houses and the proposed development, and that they have made alterations to the original plan by replacing street townhouses with single family dwellings adjacent to Camber Court. Ms. Chiang stated that there were gaps in the Brooklin Secondary Plan leaving room for interpretation. She advised that Camber Court was a mature low density neighbourhood consisting of single family dwellings. She noted that the proposed development would have single family homes transitioning to three-storey street townhouses and then transitioning to four-storey stacked townhouses at the corner of Camber Court and Columbus Road directly across from the existing houses. Ms. Chiang advised that she appreciated the objective for medium density housing along arterial roads to support future transit and active transportation. She raised concerns about having a smooth transition between housing density zones. She stated that the abrupt change in height from Camber Court and the new development would be exacerbated by the grading which would mean that the height of the proposed four-storey stacked townhouses would be another 5 to 10 feet higher. Ms. Chiang noted that the density in the area would range from one of the lowest densities to one of the highest densities in Brooklin. She stated that the Brooklin Secondary Plan was to protect the character of existing mature neighbourhoods, provide appropriate transition between new development and existing development in mature residential neighbourhoods, and provide a transition in height and density for medium density residential development adjacent to low density residential designations. Ms. Chiang stated that the proposed transition was described as appropriate, gentle and compatible, noting that this description did not apply to the transitioning of density and height along one-third of Camber Court. She requested assurances that Geranium Corporation would develop an appropriate and gentle transition between the existing houses and the new development that would be comfortable and compatible with the existing neighbourhood of Camber Court. Ms. Chiang stated that the proposed development would occur in the context of road widening of Columbus Road which would become an arterial road with multi-use paths. She inquired how the road widening and the proposed development would be coordinated to minimize impact on the neighbourhood.

Sean Hertel representing Camber Court Owners Association, 4-190 Brickworks Lane, Toronto, stated that he was retained by the Camber Court Owners Association, which consisted of 17 homeowners, to provide planning advice and support throughout the approval process. Mr. Hertel referenced his correspondence submitted to the Town dated May 31, 2021. He advised that the Association has no objections in principle to the proposed development, and that the Camber Court residents expected that the site would be developed in the future. Mr.

Hertel raised concerns about design and implementation, including a well vegetated buffer and fence along the east side of Camber Court, the built form transitional relationship between the northern most stacked townhouse block and Camber Court particularly for the homes located immediately across the street. He raised further concerns about the size and design of the active transportation connection proposed for Camber Court. Mr. Hertel stated that there were concerns about the adequacy of on site parking and the potential for overflow parking on Camber Court, the design and built form quality including compatibility with the current built form on Camber Court, and the monitoring, phasing, and staging details of the proposed development including mitigation of dust, noise, and vibration. Mr. Hertel advised that on site meetings have occurred to address ways to build a sensitive interface including fencing and natural tree lines to have a good transition and to mimic the natural landscape that Camber Court residents have become accustomed to. Mr. Hertel advised that representatives of Geranium Corporation have been responsive in providing information and renderings following meetings, and that the Camber Court Owners Association was reviewing the latest plans.

Steve Harvey, representing the owner of 7030 Baldwin Street North advised that due to the proposed development being located at the intersection of Baldwin Street and Columbus Road he wanted to ensure that the future application for development on their site would not be negatively affected by decisions made on the proposed development. He noted the size of the ground floor area of the 12-storey building and the total commercial area on the ground floor and inquired whether it would fulfill the vision of a mixed-use site at the intersection. Mr. Harvey advised that Street B of the proposed development would not align with their proposed development entrance which would be slightly west of the existing concrete plant entrance off Columbus Road. He noted that due to the size of the site at the intersection they would be restricted on the location of entrances on their site. He advised that they would require full turning movements, and inquired whether the proposed Street B could be aligned with their proposed entrance. Mr. Harvey inquired about the lowest and highest height range within the Block Plan that would be acceptable at the intersection of Columbus Road and Baldwin Street. He raised concerns about potable water pressures and sanitary sewer capacities and requested confirmation from the Town and the Region of Durham that their site would still have available potable water pressure and sanitary sewer capacities on completion of the proposed development. Mr. Harvey stated that he wanted to ensure that their storm water outlet was always kept open, noting that the proponent was proposing to close the outlet into their site and redirect the storm water westerly on Columbus Road. He requested confirmation about where the storm water would be redirected to, and assurances

that it would not drain onto their site. Mr. Harvey inquired about when Columbus Road West would be urbanized, when the ownership of Baldwin Street would be transferred from the Ministry of Transportation to the Region of Durham, and the requirements for sight triangles at the intersection of Baldwin Street and Columbus Road. He further inquired about the proposed building at the intersection and the number of parking spaces proposed for underground and surface parking at it relates to the commercial space proposed on the first floor. Mr. Harvey advised that they did not have any issues with the proposed development, but requested that answers to their questions be provided prior to the consideration of approval of the recommendation report.

There were no further submissions from the public.

Matthew Cory, Cheryl Shindruk, Mark Schollen, Carolyn Glass, John Priamo, Mark Jamieson, and Steve Keenan answered questions regarding:

- the concerns raised about the height and grading of the stacked townhouses;
- water drainage from the proposed development;
- the supply of parking and the potential for overflow parking on Camber Court; and,
- mitigation measures regarding noise, dust and vibration during construction.

K. Narraway, Manager of Legislative Services/Deputy Clerk, indicated how members of the public could submit comments and be placed on the Interested Party List regarding this matter.

The meeting adjourned at 9:07 p.m.

Attachment #11

Agency & Stakeholder Detailed Comments

File DEV-07-21 (SW-2021-02 & Z-04-21)

Internal Comments

Whitby Engineering Services – Development Division

Please find below, the Second Submission Draft Plan of Subdivision Engineering Services' comments on the above noted application as reflected on Draft Plan 19-2848 revised October 21, 2021, received November 3, 2021.

The Draft Plan of Subdivision has been revised to develop 14 single detached dwellings, 30 street/stacked/back-to-back townhouse dwellings, as well as a condominium apartment building. The proposal would also include approximately 620m² of ground floor commercial within the proposed 12 storey apartment building at the southwest corner of Baldwin Street North and Columbus Road West.

The subject land is currently zoned Development Zone, Restricted Industrial Zone and Brooklin Secondary Plan Industrial Zone. The purpose of the Zoning By-Law Amendment application is to change the zoning to appropriate categories to implement the Draft Plan of Subdivision.

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

- Draft Plan 19-2848 by Malone Given Parsons, dated October 21, 2021.
- Conceptual Development Plan by Malone Given Parsons, dated October 21, 2021.
- Functional Servicing Report by SCS Consulting Group Ltd., dated October 2021.
- Arborist Report by Beacon Environmental, dated February 2021.
- Transportation Impact Study by BA Group, dated October 22, 2021.
- Environmental Impact Study by Beacon Environmental, dated October 22, 2021.
- Preliminary Geotechnical Investigation by Golder Associated Ltd., dated October, 2021.
- Hydrogeological Investigation by Golder Associates Ltd., dated October, 2021.

We have reviewed the drawings and reports, and find them 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

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

To address Whitby Council 2018-2022 Goals 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. We expect the components of this plan will be further refined and implemented through the future detailed engineering design processes following draft approval.

1. Prior to final acceptance of the Draft Plan of Subdivision, the following shall be addressed to the satisfaction of Engineering Services: 1.1. Revise the Draft Plan as follows: a. Street 'B' shall be increased to a 20m right-of-way with 2.5m sidewalk on the west side all the way north to Columbus Road due to proximity to the mixed use and park block.

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 eventual 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 Public Works Asset Management annual report.

Asset	Quantity
Roads	1.8 lane-km
Sidewalks/Multi-use paths	2.5km
Storm Sewers	0.9 km
Ponds	8300m ³ / 0.83ha
Local Parks	0.51ha

2. Public Works requires the following Conditions of Draft Approval:
 - 2.1. The Subdivider shall convey the following to the Town:
 - a. Block 32 for a local park.
 - b. Block 34 for a stormwater management facility.
 - c. Block 33 and 35 for Open Space lands.
 - d. Block 36 for Road Widening on Columbus Road West.
 - 2.2. The Subdivider shall implement all changes to the plan for registration resulting from recommendations and findings of the on-going Municipal Class Environmental Assessment: Brooklin North Major Roads Environmental Assessment (BNMREA) including but not limited to:
 - a. The final right-of-way widths, alignments and horizontal and vertical designs of Columbus Road.
 - b. Any changes to lots and/or road allowances adjacent to trail crossings, especially on Columbus Road.
 - 2.3. The Subdivider shall be responsible for concrete sidewalk and/or multi-use path installation in the following locations:
 - a. 1.8m-wide concrete sidewalk on the south side of Columbus Road.
 - b. 3.0m-wide multi-use path on the west side of Baldwin Street North from Columbus to Carnwith;
 - c. 2.5m-wide concrete sidewalk on the west side of and 1.8m-wide concrete sidewalk on the east side of Street 'B';
 - d. 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.
 - 2.4. The Subdivider is potentially responsible for the reconstruction and urbanization of Columbus Road West including the analysis and design of any crossing infrastructure, along the development frontages to a Type 'B' Arterial Road Town standard to the satisfaction of the Engineering Services. Ultimate road cross-section, turning lane, active transportation infrastructure and pedestrian crossing

requirements at proposed intersections along Columbus Road to be determined through completion and acceptance of the on-going Environmental Assessment study.

Grading match along the right-of-way limit to be based on the ultimate cross-section and boulevard grading. If required to address construction staging and timing, interim grading and drainage requirements that match existing conditions along the external road frontages are to be accommodated.

- 2.5. The Subdivider shall be responsible for maintaining the existing Town roads in an acceptable condition throughout the duration of construction and/or until such time as the Town roads are reconstructed. The Subdivider may be required to provide the Town with securities to ensure roads are maintained to the Town's satisfaction. This is to be reviewed further when information regarding the timing of construction of both the subdivision development and the reconstruction of the Town owned road(s) is known.
- 2.6. The Subdivider shall provide an updated Traffic Impact Study (TIS) to address the following comments and those provided under attached separate memo from Transportation Services, dated January 7, 2021 prior to or with the submission of detailed engineering drawings.
- 2.7. 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) Guide and Town of Whitby. This should be provided prior to or with the submissions of the detailed engineering drawings.

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

- 2.8. The Subdivider shall provide a Traffic Management Implementation Plan and shall be responsible for providing both temporary and permanent signage and pavement markings for the development.
- 2.9. The Subdivider shall provide a composite Traffic Calming Plan for all roads in the plan that includes, but is not limited to, area specific speed limits, speed humps, and raised intersections, for review and acceptance by the Director of Engineering Services.

- 2.10. The Subdivider shall provide a Construction Management Report and Plan to the Town's satisfaction that includes, but is not limited to, a neighborhood communication strategy, construction traffic route, schedule and mud and dust control best management practices. Construction traffic shall be restricted to time windows that do not conflict with the typical peak school drop-off and pick-up times of the nearby school.
- 2.11. The Subdivider shall provide an updated Functional Stormwater Servicing Report (FSSR) to address all comments provided in the attached memo from the Program Manager, Water Resources dated December 3, 2021.
- 2.12. The Subdivider shall provide a revised developmental constraints plan (DCP) to establish lot lines adjacent to the open space blocks and shall show all environmental features, setbacks (i.e. flood line, wetland, and long-term stable slope) and the Town's maintenance access corridor. The Town's required 6m maintenance access corridor shall be outside of these features and constraints, and must not contain any new planting or sloping. The resulting rear lot lines for each lot or block adjacent to the Open Space shall be further refined, where possible, to remove unnecessary jogs/bends to facilitate fence construction.
- 2.13. Stormwater Management (SWM) Block 34 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.

- 2.14. The Subdivider shall implement all recommended noise control measures identified in the Environmental Noise Assessment report and revise the plan as required to accommodate recommended noise control measures prior to registration.
- 2.15. 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.

- 2.16. All black vinyl chain link fences to delineate Town blocks, and open spaces from private property shall be designed and constructed in accordance with the relevant engineering standards. Fencing for school blocks to be as per the appropriate school board requirements.
- 2.17. The Subdivider shall ensure all private properties are protected from flooding limits at low points and points of major system flow convergence along the municipal road system. If required, the plan for registration shall be revised accordingly to provide said flood protection.
- 2.18. The Subdivider shall be responsible for providing service connections and a suitable storm drainage outlet for flows associated with Park Block 32, to the satisfaction of the Engineering Services and the Community Services Department.
- 2.19. All community mailboxes within the public right-of-way shall be placed adjacent to the sidewalk location. All community mailboxes for the private developments shall be located within private properties.
- 2.20. Construction phasing of the development shall be to the satisfaction of the Engineering Services, and shall consider adjoining developments and provide for upstream and downstream road and servicing connectivity.
- 2.21. 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 first engineering submission will not be reviewed until it is confirmed that the drawing set-up conforms to this requirement.
- 2.22. 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. 2.23. 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.

- 2.24. 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.
- 2.25. 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 comply with the latest version of the RP-8 Roadway Lighting Design standard and shall utilize LED technology.
- 2.26. Any concerns raised through future re-submissions of the geotechnical and hydro-geotechnical 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 low impact development (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.

This also includes concerns related to the long term top of stable slope and development limits that are being proposed for south berm in the Stormwater Management (SWM) Pond, including slope stability analysis for the south portion of the pond.

- 2.27. The Subdivider shall provide an assessment of dead, dying, diseased and/or over mature trees along the edge of the natural areas for pruning or topping purposes to address safety and liability concerns. The report must include details for the protection, enhancement and edge management of the retained vegetated areas. All hazards, debris, or garbage shall be removed prior to the registration of the plan.
- 2.28. The Subdivider shall implement a pre-construction survey/assessment, including a vibration monitoring program within the vibration zone of Influence (ZOI), on any adjacent buildings/structures/properties that may be affected by the construction activity, prior to commencing construction. The assessment shall be completed by a qualified person (QP) to the satisfaction of the Town and shall be provided to the Town prior to construction. Any waiving of this requirement shall be at the sole discretion of the Director of Engineering of the Town of Whitby.

- 2.29. The Subdivider shall provide the Town with a deposit for any necessary peer review costs with the amount to be determined at time of first peer review. The Town will administer payments to any Peer Review Consultant(s), and provide milestone billings back to the Subdivider. The Town may request additional deposits for the Peer Review funds if required. At the time of issuance of full engineering approvals, any remaining deposit will be returned to the Developer. This condition will be superseded at such time as the Town has a Peer Review By-law in place.
- 2.30. The Subdivider shall be responsible to enter into a separate agreement(s) with benefitting parties, to which the Town is not a party, to address cost sharing for external services and / or the oversizing of services if required.
- 2.31. The Subdivider shall provide a copy of the approved individual lot grading plan (i.e. siting) to each lot purchaser prior to closing.
- 2.32. The Subdivider shall agree to implement the recommendations of all reports submitted in support of the application.
- 2.33. 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

3. The following items can be addressed through the Engineering Submission and Subdivision Agreement process:
 - 3.1. It is noted that the runoff coefficients specified within the Town's Design Criteria and Engineering Standards are minimum values to be utilized for sizing of the storm sewer system. Sample calculations shall be provided for all housing types (not just single detached), and shall be demonstrated by the consultant that the use of these minimum values is appropriate for the subject development. If required, the values shall be increased to represent the actual development proposal.

Ensure that the runoff coefficients in the Functional Servicing and Stormwater Management Report meet the minimum Town Design Criteria, unless otherwise approved as noted above.
 - 3.2. Provide a detailed design brief and Operations and Maintenance Manual for the proposed SWM facilities.

- 3.3. 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.
- 3.4. 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.
- 3.5. The consultant is to provide the Town with a dual drainage (minor/major system) storm model for the entire development using Personal Computer Stormwater Management Model (PCSWMM) as part of the detail design and confirmation of hydraulic grade level (HGL) elevations.
- 3.6. 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 catch basins (CBs), per Town standards and documentation regarding the recommended use of ICDs within the proposed subdivision shall be provided.
- 3.7. Provide detailed ponding limits at overland flow low points, and any points of overland convergence to ensure that appropriate emergency access can be maintained to the area based on Town of Whitby Design Criteria and that private property has been protected from flooding. Ponding limits are to be shown for 100-year storm events. Low points are to be located at the appropriate block or intersection location.
- 3.8. 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.

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.
- 3.9. In advance of any on-site work, provide recommendations for monitoring of the existing creek/tributary during construction (erosion and sediment controls, stormwater management, vegetation protection, stream protection in area of storm outfall(s), dewatering, access, storage and equipment maintenance requirements) and post construction (changes to vegetation or wildlife habitats and species).

- 3.10. 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).
- 3.11. Due to the preliminary nature of the proposed grading design for the park blocks, commercial and industrial blocks, the overland flow calculations must consider the worst case scenario for the determination of flow volumes at each outlet.
- 3.12. 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.
- 3.13. Any transition in height of the noise barrier is to occur at lot lines so that the noise barrier height across individual lots is consistent.
- 3.14. The Subdivider shall address mail delivery provisions for any proposed phasing of the development as required.
- 3.15. The Town will not grant exemptions to half-load restrictions to facilitate construction of the proposed development. The Subdivider shall schedule construction activities in accordance with typical timing of load restrictions for the surrounding road network.
- 3.16. 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.
- 3.17. Explore increasing topsoil thickness for landscaped areas within the development as a low impact development measure.
- 3.18. The Subdivider shall provide the Town with a cash contribution in accordance with the by-lawed rate in force at the time of payment, for each newly installed streetlight for the relamping and cleaning of streetlights, representing typical maintenance costs prior to assumption.
- 3.19. 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 Corporate Services (Treasury)

The following pertains to Town of Whitby Development Charges. DCs for the Region of Durham and EDC for the Durham District School Boards will also apply, please have the applicant contact them directly if they have any questions.

Since a zoning by-law amendment application will be submitted for this development site, as per section 26.2 of the Development Charges Act, the base development charge rate(s) will be established based on the posted DC rates(s) as of the day the complete zoning by-law amendment application is submitted. This base DC rate is subject to interest, currently set at 5% per annum (pro-rating applies) and interest will continue to accrue from the date of zoning by-law amendment application until the date a building permit is obtained.

The applicant has a maximum of 2 years, from the date the zoning by-law application is approved to obtain a building permit, otherwise section 26.2 of the DCA will no longer apply and the applicant will pay the current posted DC rate on the date of building permit issuance as per section 26 of the DCA.

It should also be noted, that if at any time a site plan application is submitted, then the dates previously established under section 26.2 would be reset based on the date the site plan application is submitted. This reset only pertains to the proposed development included in the site plan application and not the whole site.

Based on the type of development proposed (single detached dwellings, street/stacked/back-to-back townhouse dwellings, condominium apartment building & commercial), this development is not eligible for DC installment payments under section 26.1 of the DCA. Development charges will be payable in full prior to the issuance of the building permit(s).

Whitby Fire and Emergency Services

Whitby Fire has reviewed the application for 6760 & 6900 Baldwin St N and we have the following comments:

- a. Site plan shall indicate the location of all fire routes;
- b. Fire route signs shall be installed as per the fire route by-law and signs shall be indicated on the site plan;
- c. Locations of all fire hydrants shall be provided on the site plan;
- d. A fire hydrant shall be provided at the intersection of Street "D" and the private laneway;

- e. A fire hydrant shall be provided at the intersection of Street “B” and the private laneway; and,
- f. A firebreak layout for the subdivision shall be provided prior to site plan agreement.

Community Services – Parks Division

The Parks Division of the Community and Marketing Services Department has reviewed this application dated October 21, 2021 and has the following comments:

The proposed development application is within the Brooklin Secondary Plan area but not part of the Brooklin Landowners Group property holdings nor subject to the Brooklin Parks Master Plan agreement.

The development application introduces a Parkette Block within the site area. The Brooklin Secondary Plan does not indicate a specific park designation symbol. Parks staff believe the addition of a Parkette block to serve this neighbourhood is warranted. Columbus Road West and Baldwin Street North will limit the walkability desire for many residents as the nearest existing park is Selkirk Park requiring the crossing of Baldwin Street North.

- Parks staff are satisfied with the proposed location of Park Block 32 and is centrally located within the proposed neighbourhood.
- Parks staff are satisfied with the a park facility fitment plan for Park Block 32 as it includes play facilities setback of 20 metres from residential property lines and 15 metres from other property lines including roadways. The park fitment plan depicts a playground area, shade and seating and internal pathways.
- Open Space Block 33 is proposed within the south-west portion of the plan adjacent the stormwater management block. Parks and Parks Operations staff will review design plans for this block through the subdivision agreement process. A letter of credit for the proposed elements within Block 33 including the pathway, proposed wetland, landscape/hardscape work and community garden creation would be developed and included within the subdivision agreement
- Parks staff would note that a triangular shaped parcel outside the limits of the proposed development south of the Open Space Block and Stormwater Management Block remains in private ownership. Staff highlight this property as any future pedestrian connection to Brooklin High School may involve portions of this land currently outside of the Town’s control.

Conditions of Draft Plan Approval

1. That Block 32 Park be dedicated to the Town of Whitby free and clear of all encumbrances to be developed as a Town Parkette.

2. Public Use Open Space Block 33 be renamed to Open Space Block 33 and be dedicated to the Town of Whitby as Open Space. A letter of credit be established for the conceptual open space design and included in the subdivision agreement.
3. In Open Space Block 33, Stormwater Block 34, and NHS Block 35 if feasible, locate a 2.5 metre trail. Precise location of the trail, must be reviewed and approved by Town of Whitby Parks development and by CLOCA. The developer shall obtain approvals, design and install the granular base of the multi-use path to the Town's standards to minimize potential environmental impacts related to construction by provided one time disruption from construction.
4. The Town of Whitby will require 1.2 metre black vinyl standard park fencing to be installed where open space and park blocks abut residential lots.

Whitby Sustainability & Climate Change

The Sustainability Section has reviewed the proposed development and wishes to provide the following comments:

Staff acknowledge and appreciate the sustainability considerations outlined in the Whitby Green Standard Checklist and Sustainability Rationale Report and understand that more detail will be provided as the application progresses into the detailed design phase.

Staff would like to see more detailed information in the rationale report as it related to the specific performance criteria. Especially as it relates to:

Land Use & Nature

Once the planting plan is completed, the Sustainability Rationale Report should note the percentage of the development site that is intended to be tree covered and the total number of trees being planted.

Sustainable Water

Staff would like to see a more detailed description of the types of LID technology being included as part of the stormwater management system for the development.

Energy and Climate Change

Staff require more information as to how energy performance targets will be obtained and how the applicant intends to explore district energy for the site and the specific types of renewable energy.

Voluntary Measures

As noted in the submitted checklist a number of voluntary measures have been noted. Please include a description of these measures in the body of the report.

In addition to the information requested it is encouraged that consideration be given for advanced sustainability criteria through the uptake of voluntary Tiers (2-4). With the voluntary criteria outlines, the applicant would be able to attain Tier 2 with the consideration of enhanced energy efficiency measures and additional voluntary criteria.

By following the advanced standards of the Whitby Green Standard, it will support sustainable site design for development and redevelopment on public and private property, enhancing the Municipality's natural heritage, economic vitality, cultural heritage, and social aspects.

In order to increase sustainability performance and to support addressing the sustainability policies, Sustainability staff recommends that the following sustainability design features be integrated into the proposed development:

- Energy Conservation:
 - Consideration for Energy Star, LEED or net zero building labelling by considering enhanced building envelope, low carbon heating and cooling equipment and Energy Star rated appliances.
 - Consideration for low carbon energy generation from renewable resources such as solar.
- Natural Heritage Preservation:
 - Increasing natural cover by increasing tree canopy cover in the proposed park block, and on boulevards. For areas with limited soil capacity, consider the use of soil cell technology.
 - Considerations to add pollinator perennial gardens that contain plant material that is seed sourced and native to Ontario.
- Waste Management
 - Inclusion of covered space to allow for optimal sorting and diversion of waste materials including but not limited to recyclables, organics, hazardous waste and solid residual waste.
- Sustainable Transportation:
 - Inclusion of electric vehicle charging stations in visitor parking as well as rough-in conduit for future retrofit in all private parking locations.
- Climate Resiliency
 - Consider implementing enhanced measures for basement flood protection, extreme wind protection, and extreme heat protection from

the most recent version of the [Durham Region Climate Resilience Standard for New Houses](#).

Planning - Landscape Review

Arborist Report and EIS:

1. Comments were provided in November of 2020 advising the consultants to reference the updated Town of Whitby Tree Protection Requirements, which was available at the time this work was completed. The referenced guidelines included in the submission are out of date. Appropriate details and notes from the updated Requirements document are required to be included in a revised Arborist Report, and the out-of-date document is required to be removed from this report. A copy of the updated document is attached for reference.
2. The Arborist Report summarizes proposed removals. Included in the proposed removals are trees numbered with tree tags 1701-1714 adjacent to Camber Court. Several of these trees appear to be outside the limit of the proposed development and/or may be considered either boundary trees or off-property trees. Clarification is required to confirm the locations of these tree (trunks) in relationship to the property boundary. Permission to remove these trees must be obtained from the adjacent property owner (Town of Whitby). Should these trees be located on Town property, these trees may require appraisal by an ISA certified Tree Appraiser to assist in determining compensation value. Additional guidance regarding the Town's requirements is available by contacting the undersigned for this information.
3. Consideration shall be included in the proposed development for the impact on the current streetscape character that these proposed removals will have on the adjacent residential neighbourhood. The existing hedgerow has been functioning as a visual screen to this property for this neighbourhood. Although beyond the scope of the Arborist Report, the applicant is required to provide a communications strategy for advising residents of these removals, as well as providing an appropriate design response to replace the form and function of this existing vegetated visual buffer in this location. The Town may require the provision of boulevard trees adjacent to Camber Court as compensation for these removals if the proposed removals are within or shared with Town property, for example.
4. As the 42 trees located in Group C are within the block proposed to be dedicated to providing wetland compensation and/or the eastern edge of the stormwater management pond facility block, it is unclear why these trees require removal. Further discussion is required to confirm if removal of these trees is necessary or

desirable. The Arborist Report provides no information about the condition of these trees. There is no reference to this grouping including Buckthorn species identified in the adjacent area labelled CUT 1-A in the EIS.

5. The 87 trees identified within Group D are located with the block proposed to be dedicated to providing a future stormwater management pond facility block, at the southern edge of this block and adjacent to the (current) existing Natural Heritage System. Although removal of invasive species, hazardous and dead trees is desirable, consideration for the retention of all or some of these trees is required. The design of the stormwater management pond facility shall be considerate of preservation and protection efforts. The Arborist Report provides no information about the condition of these trees.
6. Tree groupings A and B are proposed to be removed. The EIS did not identify that the trees located within these groupings included any species at risk, or species that are rare or endangered. These trees are not regulated by the Town's Tree Preservation By-Law. The proposed removals of the trees identified in Groups A and B is therefore acceptable as necessary to facilitate this development as proposed.
7. Trees 1716-1722: The Town will be guided by CLOCA's interpretation and acceptance of the proposed removal of the currently designated NHS area (within which these trees are located). If removal of the NHS designation is determined to be acceptable to CLOCA, the removal of these trees is acceptable to the Town. These trees would not be regulated by the Town's Tree Preservation By-Law 4640-00, if these areas are removed from the NHS.
8. The Town supports the preservation and protection of the existing hedgerow vegetation community in the southeast corner of the proposed development. Inspection of this area by Town Arborists and CLOCA staff is required to determine if any hazardous conditions exist that require a response as part of the conditions of development. This requirement will apply to any existing vegetation communities that remain within the proposed development limits (likely the wetland compensation block and potentially the stormwater management facility block as well).
9. Inconsistencies between the Arborist Report and the EIS require clarification:
 - Within the identified potential wetland compensation area, the EIS provides some protection to FOC2-2 area, including an additional 10 m setback. This area is not illustrated on the Tree Preservation Plan in the Arborist Report.

- The EIS references a Buckthorn removal area, primarily within the noted wetland compensation area, whereas the Arborist Report does not identify any Buckthorn species within the inventoried lands.
- Figure 4 in the EIS identifying the wetland compensation area extends over the trees identified in the Arborist Report as Grouping C. This grouping of trees was not specifically referenced in the EIS, however, is generally described in the Arborist Report, does not include any buckthorn, and may have some value for retention (refer to comment 4 above).

10. The Tree Inventory and Preservation Plan included in the Arborist Report is required to be revised to reflect the responses to these comments, and to include the required Tree Protection Notes and appropriate Tree Protection Fencing details. These are attached for the information and use of the consultant. These include the following:

- 700: Light Duty
- 702: TPP Notes
- 703: TPP Signage

Final Planning Opinion Report:

1. In Section 4.1.5, Neighbourhood Structure and Urban Design, there are repeated references to determining landscape treatment at the site plan stage. A subdivision plan will be required and shall include a street tree plan. Proposed landscape works are required to include the provision of boulevard trees within the municipal rights-of-way of all frontages and flanking frontages of all residential lots, as well as frontages of stormwater management pond facility blocks, park blocks, mixed-use and condominium blocks. Street tree plans shall be guided by the following Brooklin Secondary Plan policy:

11.5.29.12 All collector and local roads shall also be planned to include a vibrant and healthy tree canopy that will provide shade and enhance and establish a vibrant urban environment. In this regard, a Tree Canopy Plan shall be prepared for each plan of subdivision. In order to maximize the amount of tree planting, the co-location of utilities is encouraged.

The Town of Whitby requires that the Town's Engineering Standard Tree Pit 514.0 be utilized in boulevards. This requires that sufficient space be provided to facilitate this infrastructure, and this must be planned for in advance, especially with

intensification where space will be limited. A copy of this detail is attached for reference.

Whitby Green Standard:

LUN 1.4 Tree Canopy: Reference is made in the checklist to the Arborist Report and Tree Inventory and Preservation Plan addressing loss of tree canopy through a compensation plan. This information was not provided in the submitted Arborist Report.

External Comments

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 & Indoor Lobby Panels for the anticipated 927 units.
2. Single Detached Dwelling, Semi Detached Units, Townhouses dwellings: Will be serviced through Community Mailbox. The location of these sites are determined between my department (Canada Post Delivery Planning) and the Developers appointed Architect and/or Engineering firm. Given an anticipated 781 units in the subdivision, we have estimated 18 Mailbox Sites are required.
3. Apartment / Condominium Building(s): As the building in this project consist of more than two adjoining units, sharing a common indoor entrance, the developer/owner must supply, install and maintain a centralized mail room facility to Canada Post's specifications. Buildings with more than 99 self-contained units, require mandatory rear loading lockboxes.
4. Please see attached linked for delivery standards:
http://www.canadapost.ca/cpo/mr/assets/pdf/business/standardsmanual_en.pdf

Municipal requirements

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

Developer timeline, obligations and installation

1. Please provide Canada Post with the excavation date for the first foundation/first phase as well as the date development work is scheduled to begin.
2. If applicable please ensure that any street facing installs have a depressed curb or curb cut. Contact Canada Post Corporation – Delivery Planning for further details.
3. If applicable please ensure that any condominiums apartments with more than 100 units, incorporates a mailroom with rear loading lock box assemblies (mailboxes).
4. Finally, please provide the expected first occupancy date and ensure the future site is accessible to Canada Post 24 hours a day.

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.

Central Lake Ontario Conservation Authority (CLOCA)

Based on our review of the submitted materials, we offer the following comments on these applications.

Zoning By-law Amendment (Z-04-21)

1. All natural heritage features, their associated vegetation protection zones, as well as all hazard lands and their associated development setbacks should be zoned Greenbelt (G) as per zoning by-law 1784 or the approved equivalent. As such, Block 35 on the Draft Plan of Subdivision (MGP File: 19-2848, Oct 21/21) should be zoned (G).
2. All 'new' natural heritage features created as part of any required natural heritage compensation plan should be zoned Greenbelt (G) as per zoning by-law 1784 or the approved equivalent. As such, the existing natural heritage features and proposed compensation features (ie. wetland) within Block 33 of the Draft Plan of Subdivision (MGP File: 19-2848, Oct 21/21) should be zoned (G). The Block may need to be split zoned if any other uses are approved within this Block (eg. community gardens) once the final design of this Block has been approved (see Concept Plan by Schollen & Co.).

Draft Plan of Subdivision (SW-2021-02)

CLOCA staff have completed our review of the submitted materials and are prepared to issue conditions of draft plan approval for the proposed plan of subdivision. Outstanding comments to be addressed as part of detailed design are also provided.

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

1. That prior to any on-site grading, construction or final approval of the plan, the Subdivider shall submit to and obtain approval from Central Lake Ontario Conservation Authority for reports and plans describing the following:
 - a. The intended means of conveying stormwater from the site, consisting of stormwater techniques which are appropriate and in accordance with provincial guidelines as well as in conformity with the recommendations found within the Lynde Creek Master Drainage Plan.
 - b. 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.
 - c. The intended means to maintain appropriate water balance for the subject lands and to the adjacent hydrologic features (eg. wetlands and watercourses) as part of this development. Achievable infiltration targets for residential development Blocks, to be implemented through future site plan applications, must be provided.
 - d. The intended means to design, install, access, maintain and monitor any proposed Low Impact Development (LID) measures as part of this development. Appropriate borehole locations, groundwater monitoring and insitu infiltration testing will be required to verify the feasibility of any LID strategy prior to approval.
 - e. The intended means to address Official Plan Policy 5.3.7.9 to establish and maintain the identified vegetation protection zones as a natural self-sustaining vegetated area. This excludes plantings proposed as part of any required Compensation Strategy.
 - f. The intended means to address all appropriate design criteria and recommendations within the Ministry of the Environment, Conservation

and Parks (MECP) approved Brooklin North Major Roads Municipal Class Environmental Assessment Study related to any required improvements to Columbus Road. The Subdivider shall agree that the draft plan will be subject to red-line revisions to bring it into conformity with the detailed design of this Environmental Assessment if necessary.

2. That the Subdivider agree that prior to any site alteration or approval of any development that a Natural Heritage Compensation Strategy will be provided and approved by Central Lake Ontario Conservation Authority. This Strategy will include an Invasive Species Management Plan, Detailed Wetland Compensation Design with an associated water balance, as well as detailed Planting and Restoration Plans. If it is found that an appropriate area of land required for natural heritage feature compensation is not available within this proposed plan of subdivision, the Subdivider shall commit to acquiring additional lands elsewhere in the related watershed in order to fulfill the required Compensation Strategy. The location of any additional required lands must be identified prior to any approval of the Compensation Strategy.
3. That the Subdivider provide detailed design of the Public Use Open Space Block 33 to the satisfaction of Central Lake Ontario Conservation Authority and Town of Whitby staff in accordance with the conceptual facility fit Drawing L3 by Schollen & Company Inc. (October 2021).
4. That the Subdivider shall agree to install all planting and restoration plans identified within the approved Natural Heritage Compensation Strategy to the satisfaction of the Town of Whitby and Central Lake Ontario Conservation Authority prior to the issuance of any building permits for this plan of subdivision. All planted areas will be protected with appropriate fencing to avoid any disturbance to this area during subsequent construction.
5. That the Subdivider shall agree within the Subdivision Agreement to erect a permanent fence between the boundary of all Natural Heritage System Blocks and residential lands to prevent any direct entry of landowners/occupants from private lands into any Natural Heritage System Blocks. Any associated development agreement shall include provisions to prohibit private gates being installed through this fence.
6. That the Subdivider shall provide a Landscape Plan for the proposed Stormwater Management Facility to the satisfaction of Central Lake Ontario Conservation Authority.
7. That the Subdivider shall agree to dedicate all Natural Heritage System and Open Space Blocks to an appropriate public body.

8. That the Subdivider agree that the plan may be subject to further red-line revisions to accommodate the requirements of the Central Lake Ontario Conservation Authority, the Town of Whitby and other approval agencies with respect to stormwater management pond block sizes, development limits associated with natural heritage features and natural hazard lands, and natural heritage compensation requirements related to this draft plan.
9. The Subdivider shall obtain all necessary permits from Central Lake Ontario Conservation Authority required through Ontario Regulation 42/06, or any successor regulations made under the Conservation Authorities Act.
10. 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.
11. 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 6 to the satisfaction of the Central Lake Ontario Conservation Authority.
 - b. The Subdivider agrees to maintain all stormwater management and erosion and sedimentation control structures 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.

Detailed Design

The following comments must be addressed as part of detailed design of this draft plan of subdivision.

1. The required Compensation Strategy will include a summary of the size and type of the natural heritage features removed as per the Environmental Impact Study, as well as the number of individual trees removed as per the Arborist Plan. It will also include the location, area, and detailed design of the corresponding replacement features and plantings. This Plan will also consider the area and access requirements associated with the proposed infiltration gallery within Block 35, as well as any access allowance required by the Town of Whitby Public Works Department adjacent to the valley land.

Please note that the Compensation Strategy will not include the standard required planting of vegetation protection zones required through Town of Whitby Official Plan Policy 5.2.7.9.

2. As per Town of Whitby Official Plan Policy 5.3.7.17, Block 33 should not be accepted as contributing toward the parkland dedication requirements of the Planning Act since it has been committed through the Environmental Impact Study as lands contributing to the Compensation Strategy for the removal of natural heritage features within this plan of subdivision.
3. Please find detailed comments from our Engineering staff attached to this letter in two separate memos from Environmental Engineering related to their review of this submission from a Stormwater Management and Hydrogeology/Geotechnical perspective.

A letter outlining how each of the above-noted detailed design comments have been addressed should be provided with the next submission.

Ontario Regulation 42/06 of the Conservation Authorities Act

A permit from CLOCA will be required for any site alteration and/or development within any lands regulated through Ontario Regulation 42/06 of the Conservation Authorities Act. A separate application process and fee collection will be required as part of this process.

Durham District School Board

The Durham District School Board has reviewed the above noted application and have the following comments:

1. There are 278 students projected, as a result of the development proposed, that would be accommodated in existing school facilities.
2. That the Durham District School Board (DDSB) is in support of this plan that does not identify any walkway onto Brooklin HS's site, including a walkway traversing the creek lands through the DDSB's property (Brooklin HS).
3. If it were to proceed, the turf field identified on the Brooklin HS site, (on the public meeting slides) be dealt with as a separate process with an agreement between DDSB Facilities Services staff, Brooklin HS Principal and the Subdivider.
4. With the change in land use, directly north of Brooklin HS, the DDSB request the following:

- a. That the sidewalk, currently ending at the corner of north-west corner of Carnwith Drive West and Baldwin Street be extended north to the proposed residential development to allow students to walk to school.
- b. That the speed limit on Baldwin Street be revised to 50 kilometres/hour from Columbus Road south in both directions for the safety of students walking to/from Brooklin HS.
- c. That Brooklin HS be permitted to gain access to Baldwin Street with a right turn only lane, from the school onto Baldwin.

Durham Catholic District School Board

Planning staff at the Durham Catholic District School Board have reviewed the noted planning applications and have no objections to the proposed development of 36 street, 204 back-to-back and 529 stacked townhouse residential units, as well as a condominium building with 146 residential units.

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

Conseil Scolaire Viamonde

The Conseil Scolaire Viamonde has no comments regarding Zoning By-law Amendment and Draft Plan of Subdivision applications (File no. SW-2021-02, Z-04-21) to construct multiple single detached dwellings, street/stacked/back-to-back townhouse dwellings, and a 12-storey apartment building with at-grade retail at 6760 & 6900 Baldwin Street North.

Enbridge Gas Distribution

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 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.

Elexicon Energy Inc

Further to the referenced File #DEV-07-21 (SW-2021-02, Z-04-21) Elexicon Energy Inc. has no objection to the proposed Site Plan Application to construct multiple single detached dwellings, street/stacked/back-to-back townhouse dwellings, as well as a condominium apart building including approximately 620 sq.m of ground floor commercial within the proposed 12 storey apartment building at the south west corner of Baldwin Street N and Columbus Road W.

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

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

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

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

Region of Durham *July 2021 Initial Comments

We have reviewed this proposal and the following preliminary comments are offered with respect to compliance with the Durham Regional Official Plan (ROP), Provincial Policies, the Region's delegated Provincial Plan review responsibilities, Regional services, transportation, and transit.

The purpose of the application is to develop 927 dwelling units. The unit breakdown is as follows:

- 12 single-detached dwellings;
- 36 street townhouse dwellings;
- 204 back-to-back townhouse dwellings;
- 529 stacked townhouse dwellings; and
- 146 apartment units.

At-grade commercial as well as a parkette are also proposed.

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

Regional Official Plan

The subject site is designated “Regional Corridor” and “Living Areas” in the Regional Official Plan (ROP). The Regional Corridor overlay is adjacent to Columbus Road and Baldwin Street.

Regional Corridors shall be planned and developed as higher density, mixed use areas, supporting higher order transit services and pedestrian oriented development. Living Areas shall be predominantly used for housing purposes.

The subject site is located within the Built Boundary. Redevelopment of the site from an industrial use to a residential use will assist the Town in meeting its intensification target identified in Schedule ‘E’, Table ‘E9’ of the ROP.

Schedule ‘B’ – Map ‘B1d’ identifies a Key Hydrologic Feature (KHF) on the site. The ROP does not permit development or site alterations within a KHF, however, the location and extent of KHF’s may be further confirmed through an Environmental Impact Study (EIS).

An EIS was submitted in support of the application. Comments from the Central Lake Ontario Conservation Authority (CLOCA) on the subject application must be addressed. CLOCA’s comments are discussed further below in this letter.

Provincial Policy and Delegated Plan Review Responsibilities

Provincial Policy Statement

Policy 1.1.3.2 a) of the Provincial Policy Statement (PPS) encourages development within settlement areas that support densities and a mix of land uses that efficiently use land, resources and planned infrastructure. Policy 1.4.3 states that planning authorities shall provide an appropriate range and mix of housing options and densities to meet

projected market-based and affordable needs of current and future residents. The proposed development includes a mix of single, semi-detached, townhouse units and a high density block. The proposed development is consistent with the policies of the PPS.

The PPS also supports protecting the diversity and connectivity of natural features and maintaining the long-term ecological function and biodiversity of natural heritage systems, recognizing linkages between natural heritage features and areas, surface water features and ground water features. CLOCA, in their comments has advised that they require additional information until they can support the proposed development. The applicant must address CLOCA's comments to ensure existing natural and hydrologic features are protected.

Provided the proponent can satisfy the natural heritage requirements of the Central Lake Ontario Conservation Authority (CLOCA), the proposed subdivision will be consistent with the requirements of the PPS.

Growth Plan for the Greater Golden Horseshoe

The Growth Plan contains policies to guide land use planning and development. Policy 1.2.1 of the Growth Plan, in part, includes a policy related to housing, which emphasizes, "to support a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes, and ages of households." The proposed residential subdivision contributes to providing greater housing options for the community and maintains the objectives of the Growth Plan. However, the Region will not support a proposal that would negatively impact the environment. CLOCA's concerns must be resolved prior to providing supporting comments for the proposed development.

Provincial Plan Review Responsibilities

Archaeology

A Stage 1 and Stage 2 Archaeological Assessment prepared by Golder Associates (February 2021) was submitted in support of the application. No archaeological resources were identified. The assessment was submitted to the Ministry of Heritage, Sport, Tourism and Culture Industries and entered into the Public Register of Archaeological Reports. There are no further matters of archaeological concern on the subject site.

Site Contamination

A Phase 1 Environmental Site Assessment (ESA) prepared by Golder Associates (February 2021) was submitted in support of the application. The Phase 1 ESA

identified the need for a Phase 2 ESA report. Additionally, since the site is going from an industrial use to a residential use, a Record of Site Condition will be required, as per the Province's Regulation 153/04.

Noise

The subject site is adjacent to Baldwin Street, a Type 'C' arterial road and Columbus Road a Type 'B' arterial road. An environmental noise study addressing transportation noise impacts is required in support of the application. This can be addressed through the Region's conditions of draft approval.

Environmental Impact Study

Beacon Environmental prepared an Environmental Impact Study (February 2021) that was submitted in support of the application. The majority of the site is covered by a concrete facility, while there are a small number of natural heritage features on the site, including a water course that has been identified in the ROP as a Key Hydrologic feature.

The EIS notes that there are two natural heritage features on or adjacent to the site that are proposed to remain and will be buffered. This includes the Columbus Tributary and a forest community in the south-west corner of the site.

CLOCA has reviewed the EIS and advised that approval should not be granted until the development limits have been determined through further consultation with CLOCA. As well consultation with the Ministry of Environment, Conservation and Parks regarding the habitat for redbreasted dace is also required. CLOCA has recommended that the draft plan of subdivision be modified to improve the overall Natural Heritage System on the site.

Proposed Density

The applicant is proposing a 927 unit development consisting of 12 single detached homes, 769 townhouses and a 12 storey 146 unit mixed use condominium building with 620 sq.m. of retail floor space on the first floor.

Without knowing the unit break down (number of 1 bedroom units, number of 2 bedroom units, etc.) for the 146 unit condominium apartment building the Region cannot determine the proposed population. However, if the Region uses the Regional Design Criteria for a 2 bedroom unit of 2.5 persons per unit, the theoretical population for the 146 unit condominium apartment building would be approximately 365 people.

The theoretical population for the 12 single family homes is approximately 42 people and the theoretical population for the 769 townhouse units is approximately 2307 people

that provides a total theoretical population of approximately 2714 people for the subject property. Upon the submission of a development application, the applicant will be required to provide a detailed unit breakdown for our review and records.

Municipal Servicing

All units within the proposed development shall be serviced by Regional sanitary sewer and water supply only within the standard width right of ways. The Region will not permit the construction of sanitary sewer and water mains within the rear laneways.

Currently today, regarding the subject site and capacity, there is no objections or concerns; however as described below in more detail, as Brooklin expands, capacity may become limited and/or Regional infrastructure improvements may be required.

Water Supply

The subject property is located within the Zone 3 water supply system for Whitby. The estimated static water pressure for this area ranges between 392 kpa (56 psi) to 461 kpa (66 psi). Water supply to the subject property is available from the existing 200 mm watermain on Camber Court and/or the existing 400 mm watermain on Baldwin Street. The Region will not permit any connections to the existing 600 mm Zone 3 feedermain on Columbus Road.

Sanitary Servicing

Sanitary servicing to the subject property is available from the existing 525 mm sanitary sewer on Camber Court.

Based on a theoretical population of 2,714 people along with 620 sq.m. of retail floor space, the sanitary flow would equate to approximately 47 l/s. 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 sewer capacity being exceeded, the Region's conceptual plans call for a sanitary pumping station to be constructed to convey flows from Brooklin to the east via forcemain to the Conlin Road Sanitary Pumping Station, in turn to the Courtice Trunk Sanitary Sewer, and ultimately to the Courtice Water Pollution Control Plant (WPCP). It is important to note that the Class Environmental Assessment (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.

The additional proposed servicing works are outlined within the current Development Charge Background Study at a conceptual level; however, they will be subject to further study as part of an upcoming Class EA for the diversion of sanitary sewage to service

North Whitby and North Oshawa. It is expected that the timing for the construction of these works will not impact the timing for development within the Brooklin Expansion Area, but this will need to be reviewed and may change as development within the Brooklin Expansion Area proceeds.

In accordance with the Region of Durham Sewer Use By-Law, the Region will not permit foundation drains to connect to the sanitary sewer system. Sanitary capacity is on a first come first serve basis and is only allocated at the time of signing a development application.

Functional Servicing Report

The Functional Servicing Report was reviewed and the following comment is offered:

Section 3.2 Proposed Sanitary Allocation

- Revise this to indicate that the North Whitby & North Oshawa Sanitary Sewage Diversion Strategy Class Environmental Assessment (EA) is underway.

Waste Management

Guidelines for municipal waste collection service on Private Property are outlined in Schedule "P" of the Regional Waste Bylaw 46-2011. The Region of Durham only provides recycling service in the Town of Whitby. All other waste collection is provided by the Town. The set out of waste by each unit within a new development must adhere to the Technical and Risk Management Guidelines, showing clear delineation of set out for each residential unit where waste collection will occur. For additional information see link here: <https://www.durham.ca/en/doing-business/commercial-waste.aspx>

Any dead-end road(s) must be designed and built with a permanent or temporary, T-turn or Cul-de-sac. The turn arounds will be reviewed in detail at the Engineering review stage to ensure it complies with the Waste Bylaw 46-2011.

Currently, the Ontario Ministry of Environment, Conservation and Parks introduced a draft regulation under the Resource Recovery and Circular Economy Act, 2016 that will make producers responsible for blue box programs' operation including collection, as part of the Province's full producer responsibility framework. Subject to the filing of the new regulation and amendments, Durham Region cannot confirm that it will be the recycling service provider for this development upon the completion of Durham Region's Blue Box program transition, anticipated to occur in 2024. For additional information, see link here: <https://www.ontario.ca/page/waste-management#section-1>

Durham Region Transit

Durham Region Transit (DRT) reviewed the applications and provided the following comments:

- As per the Traffic Impact Study, there are no current plans for the implementation of a local bus route along Columbus Road. DRT will continue to monitor the growth and development within the vicinity of the subject area. If feasible, a route could possibly be implemented in the long-term future however, this is not guaranteed. • The subject property is not currently inclusive to transit access. It is requested that the applicant work with the Town and Ministry of Transportation to discuss the construction of a sidewalk on Baldwin Street, south of the subject site to Carnwith Drive E. A sidewalk would provide basic connectivity to Route 302.
- As per the existing transit network shown on Figure 7 of the Traffic Impact Study, Route 310 is no longer operating. Please note the only route servicing the subject area is Route 302, which is approximately a 700m walking distance from the northwest corner of the proposed development.
- The applicant should clarify the proposed pedestrian network within the proposed development. Are sidewalks proposed? The site plan should be updated to reflect pedestrian connectivity to Baldwin Street.

Transportation

The application was reviewed from a transportation planning perspective and the following comments are offered:

- Short-term bicycle parking should be provided for residents and visitors of the apartment building and ground-floor commercial space. Long-term bicycle parking should be provided for residents of the apartment building and townhouses that do not have an exclusive garage. The site plan should indicate where the bicycle parking will be located.
- Although providing sidewalks on one side of the street only is consistent with the Town of Whitby standard, providing a sidewalk on both sides would improve pedestrian experience inside the development and make walking a more practical and accessible mode for everyone, including those with mobility challenges.
- As per the application, a transit stop is anticipated at the intersection of Columbus Road West/Baldwin Street North. Pedestrian access to this location should be direct, and elements such as pedestrian-scale lighting and weather-

protected waiting areas would help improve the comfort and safety of transit users.

Conclusion

Our comments at this time are preliminary until the above noted issues have been resolved. The draft approval of the proposed plan of subdivision is subject to the applicant satisfying the Region's and CLOCA's requirements. Any future revisions to the proposed draft plan of subdivision will be subject to our review.

Region of Durham *January 2022 Updated Comments

We have reviewed this revised plan and the following comments are offered. Comments were previously provided by the Region of Durham in a letter dated July 6, 2021.

The purpose of the application is to develop 892 dwelling units. The unit breakdown is as follows:

- 14 single-detached dwellings;
- 30 street townhouse dwellings;
- 204 back-to-back townhouse dwellings;
- 498 stacked townhouse dwellings; and
- 146 apartment units.

This is a decrease in the total number of units from the original application. The related zoning by-law amendment application is required to facilitate the proposed subdivision development.

Provincial Plan Review Responsibilities

Comments on the Region's Provincial Plan Review responsibilities from our July letter remain applicable.

CLOCA reviewed the revised applications, and in their letter dated January 14, 2022 provided their conditions of draft approval for the subdivision application.

Municipal Servicing

Comments from the Regional Works Department provided in July remain applicable.

Durham Region Transit

Comments from Durham Region Transit provided in July remain applicable.

Transportation

Comments from Transportation Planning provided in July remain applicable.

Conclusion

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

In addition to sending the Region copies of the draft approved plan and conditions of approval, at such a time as the draft approval is in effect, please e-mail me a digital copy of the conditions of draft approval.

Rogers Communications

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

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

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

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

Bell Canada

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

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

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

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

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

If the Owner elects not to pay for the above noted connection, Bell Canada may decide not to provide service to this development.

To ensure that we are able to continue to actively participate in the planning process and provide detailed provisioning comments, we note that we would be pleased to receive circulations on all applications received by the Municipality and/or recirculations.

Please note that WSP operates Bell's development tracking system, which includes the intake of municipal circulations. WSP is mandated to notify Bell when a municipal request for comments or for information, such as a request for clearance, has been

received. All responses to these municipal circulations are generated by Bell, but submitted by WSP on Bell's behalf. WSP is not responsible for Bell's responses and for any of the content herein.

Ministry of Transportation Ontario

For Hwy 7/12 & Street "C" the warrants have been used that are more appropriate for the existing intersection. OTM Book 12 Justification 7 should be used for future developments.

For clarification, a NBLT lane is warranted at Hwy 7/12 and Street "C" intersection. The existing two-way left turn serves the purpose.

The design drawings must indicate the MTO property line and a setback for all essential structures. Setbacks must be no less than the established building line in the area. The MTO will continue to request that plans be revised to meet the 14 metre setback.

Under the current recommendation of the Traffic Impact Study a non-signalized all moves intersection is proposed at Street C and Baldwin Street N. The MTO will permit this intersection and its placement, however future signalization will not be permitted without further consultation. If a signals are warranted in the future the MTO and Town of Whitby must come to an agreement to restrict left turn movements at certain hours of the day before approval is given.

Attachment #12
Conditions of Draft Plan of Subdivision Approval
File No. DEV-07-21 (SW-2021-02, Z-04-21)

1. 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 19-2848, dated November 2021, which illustrates 14 single-detached units, 30 street townhouses, 51 back-to-back townhouses, 1 block of back-to-back townhouses, 3 blocks for stacked townhouses, 1 mixed use block, park block, public use open space block, stormwater management block, natural heritage system block 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 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 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 Subdivider 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. 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 and Climate Change, accompanied by any additional supporting information.
10. The Subdivider shall submit to the Region of Durham, for review and approval, an acoustic report prepared by an acoustic engineer based on projected traffic volumes provided by the Region of Durham Planning and Economic Development Department, and recommending noise attenuation measures for the draft plan in accordance with the Ministry of the Environment, Conservation and Parks guidelines. The Subdivider shall agree in the Subdivision Agreement to implement the recommended noise control measures. The agreement shall contain a full and complete reference to the noise report (i.e. author, title, date and any revisions/addenda thereto) and shall include any required warning clauses identified in the acoustic report. The Subdivider shall provide the Region with a copy of the Subdivision Agreement containing such provisions prior to final approval of the plan.
11. That prior to any on-site grading, construction or final approval of the plan, the Subdivider shall submit to and obtain approval from Central Lake Ontario Conservation Authority for reports and plans describing the following:
 - a. The intended means of conveying stormwater from the site, consisting of stormwater techniques which are appropriate and in accordance with provincial guidelines as well as in conformity with the recommendations found within the Lynde Creek Master Drainage Plan;
 - b. 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;
 - c. The intended means to maintain appropriate water balance for the subject lands and to the adjacent hydrologic features (e.g. wetlands and

watercourses) as part of this development. Achievable infiltration targets for residential development Blocks, to be implemented through future site plan applications, must be provided;

- d. The intended means to design, install, access, maintain and monitor any proposed Low Impact Development (LID) measures as part of this development. Appropriate borehole locations, groundwater monitoring and insitu infiltration testing will be required to verify the feasibility of any LID strategy prior to approval;
 - e. The intended means to address Official Plan Policy 5.3.7.9 to establish and maintain the identified vegetation protection zones as a natural self-sustaining vegetated area. This excludes plantings proposed as part of any required Compensation Strategy; and,
 - f. The intended means to address all appropriate design criteria and recommendations within the Ministry of the Environment, Conservation and Parks (MECP) approved Brooklin North Major Roads Municipal Class Environmental Assessment Study related to any required improvements to Columbus Road. The Subdivider shall agree that the draft plan will be subject to red-line revisions to bring it into conformity with the detailed design of this Environmental Assessment if necessary.
12. That the Subdivider agree that prior to any site alteration or approval of any development that a Natural Heritage Compensation Strategy will be provided and approved by Central Lake Ontario Conservation Authority. This Strategy will include an Invasive Species Management Plan, Detailed Wetland Compensation Design with an associated water balance, as well as detailed Planting and Restoration Plans. If it is found that an appropriate area of land required for natural heritage feature compensation is not available within this proposed plan of subdivision, the Subdivider shall commit to acquiring additional lands elsewhere in the related watershed in order to fulfill the required Compensation Strategy. The location of any additional required lands must be identified prior to any approval of the Compensation Strategy.
13. That the Subdivider provide detailed design of the Public Use Open Space Block 33 to the satisfaction of Central Lake Ontario Conservation Authority and Town of Whitby staff in accordance with the conceptual facility fit Drawing L3 by Schollen & Company Inc. (October 2021).
14. That the Subdivider shall agree to install all planting and restoration plans identified within the approved Natural Heritage Compensation Strategy to the satisfaction of

the Town of Whitby and Central Lake Ontario Conservation Authority prior to the issuance of any building permits for this plan of subdivision. All planted areas will be protected with appropriate fencing to avoid any disturbance to this area during subsequent construction.

15. That the Subdivider shall agree within the Subdivision Agreement to erect a permanent fence between the boundary of all Natural Heritage System Blocks and residential lands to prevent any direct entry of landowners/occupants from private lands into any Natural Heritage System Blocks. Any associated development agreement shall include provisions to prohibit private gates being installed through this fence.
16. That the Subdivider shall provide a Landscape Plan for the proposed Stormwater Management Facility to the satisfaction of Central Lake Ontario Conservation Authority.
17. That the Subdivider shall agree to dedicate all Natural Heritage System and Open Space Blocks to an appropriate public body.
18. That the Subdivider agree that the plan may be subject to further red-line revisions to accommodate the requirements of the Central Lake Ontario Conservation Authority, the Town of Whitby and other approval agencies with respect to stormwater management pond block sizes, development limits associated with natural heritage features and natural hazard lands, and natural heritage compensation requirements related to this draft plan.
19. The Subdivider shall obtain all necessary permits from Central Lake Ontario Conservation Authority required through Ontario Regulation 42/06, or any successor regulations made under the Conservation Authorities Act.
20. 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.
21. 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 11 to 21 to the satisfaction of the Central Lake Ontario Conservation Authority;
 - b. The Subdivider agrees to maintain all stormwater management and erosion and sedimentation control structures operating and in good repair

during the construction period, in a manner satisfactory to the Central Lake Ontario Conservation Authority; and,

- 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.

22. That the Subdivider agrees to post the standard Durham District School Board approved "Notice to Parents" in all sales representation centres.

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

- a) Block 32 for a local park;
- b) Block 34 for a stormwater management facility;
- c) Block 33 and 35 for Open Space lands; and,
- d) Block 36 for Road Widening on Columbus Road West.

24. The Subdivider shall implement all changes to the plan for registration resulting from recommendations and findings of the on-going Municipal Class Environmental Assessment: Brooklin North Major Roads Environmental Assessment (BNMREA) including but not limited to:

- a) The final right-of-way widths, alignments and horizontal and vertical designs of Columbus Road; and,
- b) Any changes to lots and/or road allowances adjacent to trail crossings, especially on Columbus Road.

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

- a) 1.8m-wide concrete sidewalk on the south side of Columbus Road;
- b) 3.0m-wide multi-use path on the west side of Baldwin Street North from Columbus to Carnwith;
- c) 2.5m-wide concrete sidewalk on the west side of and 1.8m-wide concrete sidewalk on the east side of Street 'B'; and,
- d) 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.

26. The Subdivider is potentially responsible for the reconstruction and urbanization of Columbus Road West including the analysis and design of any crossing infrastructure, along the development frontages to a Type 'B' Arterial Road Town standard to the satisfaction of the Engineering Services. Ultimate road cross-section, turning lane, active transportation infrastructure and pedestrian crossing requirements at proposed intersections along Columbus Road to be determined through completion and acceptance of the on-going Environmental Assessment study.

Grading match along the right-of-way limit to be based on the ultimate cross-section and boulevard grading. If required to address construction staging and timing, interim grading and drainage requirements that match existing conditions along the external road frontages are to be accommodated.

27. 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.

28. The Subdivider shall provide an updated Traffic Impact Study (TIS) to address the following comments and those provided under attached separate memo from Transportation Services, dated January 7, 2021 prior to or with the submission of detailed engineering drawings.

29. 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) Guide 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.

30. 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.
31. 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.
32. The Subdivider shall provide a Construction Management Report and Plan 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.
33. The Subdivider shall provide an updated Functional Stormwater Servicing Report (FSSR) to address all comments provided in the attached memo from the Program Manager, Water Resources dated December 3, 2021.
34. The Subdivider shall provide a revised developmental constraints plan (DCP) to establish lot lines adjacent to the open space blocks and shall show all environmental features, setbacks (i.e. flood line, wetland, and long-term stable slope) and the Town's maintenance access corridor. The Town's required 6m maintenance access corridor shall be outside of these features and constraints, and must not contain any new planting or sloping. The resulting rear lot lines for each lot or block adjacent to the Open Space shall be further refined, where possible, to remove unnecessary jogs/bends to facilitate fence construction.
35. Stormwater Management (SWM) Block 34 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.

36. 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.
37. 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.
38. All black vinyl chain link fences to delineate Town blocks, and open spaces from private property shall be designed and constructed in accordance with the relevant engineering standards. Fencing for school blocks to be as per the appropriate school board requirements.
39. 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.
40. The Subdivider shall be responsible for providing service connections and a suitable storm drainage outlet for flows associated with Park Block 32, to the satisfaction of the Engineering Services and the Community Services Department.
41. All community mailboxes within the public right-of-way shall be placed adjacent to the sidewalk location. All community mailboxes for the private developments shall be located within private properties.
42. 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.
43. The Subdivider shall provide a detailed engineering submission in accordance with Sections A2.00 and A3.00 of the Town of Whitby's Engineering Design Criteria. The engineering drawings must be set up as per the Town's CAD layering standards and object data requirements set out in Appendix A of the Design Criteria. The first engineering submission will not be reviewed until it is confirmed that the drawing set-up conforms to this requirement.
44. 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.

45. 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.
46. 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.
47. 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.
48. Any concerns raised through future re-submissions of the geotechnical and hydro-geotechnical 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 low impact development (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.

This also includes concerns related to the long term top of stable slope and development limits that are being proposed for south berm in the Stormwater Management (SWM) Pond, including slope stability analysis for the south portion of the pond.

49. 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.

50. The Subdivider shall implement a pre-construction survey/assessment, including a vibration monitoring program within the vibration zone of Influence (ZOI), on any adjacent buildings/structures/properties that may be affected by the construction activity, prior to commencing construction. The assessment shall be completed by a qualified person (QP) to the satisfaction of the Town and shall be provided to the Town prior to construction. Any waiving of this requirement shall be at the sole discretion of the Director of Engineering of the Town of Whitby.
51. 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.
52. 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.
53. The Subdivider shall provide a copy of the approved individual lot grading plan (i.e. siting) to each lot purchaser prior to closing.
54. The Subdivider shall agree to implement the recommendations of all reports submitted in support of the application.
55. The Subdivider shall be responsible for satisfying any additional requirements identified by the Engineering Services not specifically listed above.
56. Prior to final approval, the Subdivider shall provide an existing tree inventory accompanied by an arborist brief, landscape plan-streetscape, buffer planting, and details, and a cost estimate for the proposed landscape works.
57. The Subdivider shall provide a Firebreak Lot/Block plan, hydrant location plan, and fire route plan to the satisfaction of the Whitby Fire and Emergency Services Department.
58. That Block 32 Park be dedicated to the Town of Whitby free and clear of all encumbrances to be developed as a Town Parkette.

59. Public Use Open Space Block 33 be renamed to Open Space Block 33 and be dedicated to the Town of Whitby as Open Space. A letter of credit be established for the conceptual open space design and included in the subdivision agreement.
60. In Open Space Block 33, Stormwater Block 34, and NHS Block 35 if feasible, locate a 2.5 metre trail. Precise location of the trail, must be reviewed and approved by Town of Whitby Parks development and by CLOCA. The developer shall obtain approvals, design and install the granular base of the multi-use path to the Town's standards to minimize potential environmental impacts related to construction by provided one time disruption from construction.
61. The Town of Whitby will require 1.2 metre black vinyl standard park fencing to be installed where open space and park blocks abut residential lots.
62. That the proposed homes to be located on the subject lands shall be subject to review by the Control Architect.
63. Cash-in-lieu of parkland is required for this development equivalent of 5% of the land area proposed for development or redevelopment, or 1 hectare per 500 units, whichever is greater in accordance with By-law 7733-21. A land appraisal will be required for review and approval by the Town.
64. That the new home construction be designed to meet the Energy Star standards or equivalent.
65. That the Subdivider is required to implement the architectural guidelines for the Brooklin Community.
66. Any financial securities required of the development shall be provided as specified by the Town's Corporate Services Department and shall not include bonds.
67. The Subdivider shall satisfy all requirements, financial and otherwise, of the Town of Whitby, including among other matters, the execution of a subdivision agreement between the Subdivider and the Town of Whitby concerning the provision and installation of services, drainage and other local services.
68. That the Subdivider covenants and agrees to enter into the cost sharing agreement amongst the benefitting landowners in accordance with Section 11.5.31.5 e) and f) as set out in the Town of Whitby Official Plan and that the Town will clear Condition No. 68 upon receipt of a letter of clearance from the "Trustee" representing the Brooklin Cost Sharing Agreement.
69. That the Subdivider satisfy the pro-rated financial requirements included within Front Ending Agreement dated July 6, 2016, in favor of Adalan Development Corporation.

70. Through the Site Plan/ Plan of Subdivision Agreement, the Subdivider shall complete the Whitby Green Standard performance measures as part of the construction of the approved development as detailed in Sustainability Rationale Report submitted by the applicant.

71. Prior to final approval of this plan for registration, the Town of Whitby shall be advised in writing by:

- i. The Regional Municipality of Durham, how conditions 1-10 have been satisfied; and,
- ii. The Central Lake Ontario Conservation Authority, how conditions 11-21 have been satisfied.

Note: Please be advised that the approval of this draft plan will lapse three (3) years after the date the plan is draft approved. This approval may be extended pursuant to Section 51(33) of the Planning Act, but no extension can be granted once the approval has lapsed.

If final approval is not given to this plan within three (3) years of the draft approval date, and no extensions have been granted, draft approval will lapse under Section 51(32) of the Planning Act, RSO, 1990, as amended. If the owner wishes to request an extension to the draft approval, a written request and explanation must be received by the Commissioner of Planning and Development 120 days prior to the lapsing date. A processing fee in effect at the time of the request, shall apply.