

CD-24-001 – 28TPL2023316 – Gardens of Delhi Subdivision

Attachment B – Technical Comments

Development Engineering: Conditions Provided. Comments Pending.

Hydro One: Reviewed – Comments are as follows:

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

Please be advised that the *abutting* transmission station (“*Dehli DS*”) is affected by the proposed development.

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

Should the developer require any use of and/or access to the *lands of the* transmission station at any time, the developer must contact **Alan Liu** at alan.liu@hydroone.com in order to ensure all of HONI’s technical requirements are met to its satisfaction, and acquire any applicable agreements.

The following should be included in the **Site Plan Agreement**:

- 1) Prior to HONI providing its final approval, the developer must make arrangements satisfactory to HONI for lot grading and drainage. Digital PDF copies of the lot grading and drainage plans (true scale), showing existing and proposed final grades, must be submitted to HONI for review and approval. The drawings must identify the *abutting* transmission station on the *site plan*. Drainage must be controlled and directed away from the *abutting* transmission station.
- 2) Any development in conjunction with the site plan must not block vehicular access to any HONI facilities located on the *abutting* transmission station. During construction, there must be no storage of materials or mounding of earth, snow or other debris on / *along* the *abutting* transmission station.
- 3) At the developer’s expense, temporary fencing must be placed along the *abutting* transmission station prior to construction, and permanent fencing must be erected along the common property line after construction is completed.

- 4) The costs of any relocations or revisions to HONI facilities which are necessary to accommodate this site plan will be borne by the developer. The developer will be responsible for restoration of any damage to the abutting transmission *station* or HONI facilities thereon resulting from construction of the site plan.

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

- 5) The *abutting* transmission station operate at either 500,000, 230,000 or 115,000 volts. Section 188 of Regulation 213/91 pursuant to the *Occupational Health and Safety Act*, require that no object be brought closer than 6 metres (20 feet) to an energized 500 kV conductor. The distance for 230 kV conductors is 4.5 metres (15 feet), and for 115 kV conductors it is 3 metres (10 feet). It is the developer's responsibility to be aware, and to make all personnel on site aware, that all equipment and personnel must come no closer than the distance specified in the *Act*. They should also be aware that the conductors can raise and lower without warning, depending on the electrical demand placed on the line.

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

Fire: Reviewed. Comments are as follows:

- Adequate water supply and hydrants to be provided
- Ensure adequate access, turning radius, and turn around facilities are provided for fire department apparatus

Agreement Coordinator: Reviewed. Comments are as follows:

Included in your planning recommendation report will be draft plan of approval conditions from County staff and external agencies for your subdivision development. One of these conditions will be for the requirement of entering into a development agreement that will be registered on title at the owner's expense. Your draft plan conditions will need to be satisfied or cleared prior to the registration of your subdivision agreement and plan. Performance securities for public works infrastructure will also be collected as part of your subdivision agreement. The County will hold your performance securities to ensure that the development is completed in adherence with your approvals. A Holding (H) provision will also be recommended to be placed on your land zoning until draft plan conditions have been cleared and the agreement registered on title.

GIS: Reviewed. Comments are as follows:

Please contact NorfolkGIS for new civic addresses when building

Long Point Region Conservation Authority (LPRCA): Reviewed. Comments are as follows:

Long Point Region Conservation Authority (LPRCA) staff have had an opportunity to review the application 28TPL2023316 and can provide the following comments based on LPRCA's various plan review responsibilities.

It is staff's understanding that the intent of the application is to facilitate the development of a 371-unit residential Subdivision consisting of 123 single detached dwellings and 248 townhouses.

Delegated Responsibility from the Ministry of Natural Resources and Forestry, Section 3.1 of the Provincial Policy Statement, 2020

Conservation Authorities have been delegated responsibilities from the Minister of Natural Resources and Forestry to represent the provincial interests regarding natural hazards encompassed by Section 3.1 of the Provincial Policy Statement, 2020 (PPS).

The subject property is not subject to natural hazards; therefore, the application is consistent with Section 3.1 of the PPS.

Stormwater Management

LPRCA will review the final stormwater management design using the 2003 MECP Stormwater Management Planning and Design Manual, MTO Drainage Manual, LID Stormwater Management Manual, the sustainable technologies STEP website <https://sustainabletechnologies.ca/>, and the Municipal SWM guidelines.

Based on the site and receiving watercourse, an enhanced level of treatment as per the 2003 MECP Stormwater Management Planning and Design Manual is required for the proposed development.

LPRCA requires the following be included and addressed in the design of stormwater management:

- Minimize, or, where possible, prevent increases in contaminant loads.
- Minimize, erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure.
- Mitigate risks to human health, safety, property and the environment.
- Maximize the extent and function of vegetative and pervious surfaces.
- Implement stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact

development, for end of pipe facilities 24-48hr drawdown times to be targeted in all case.

- Provide adequate and legal outlet for major, minor, and all flow conditions from the site be provided.

In addition to the above requirements, the following must be clearly shown on the submitted design drawings:

- Major flow systems are delineated on the drawing. Overland flow paths and depths from surcharged storm sewer systems and the stormwater treatment facility during a 100-year storm must not increase the flood risk to life, property and the environment.
- Minor overland flow systems and paths are to be delineated and shown on the drawings.
- Erosion and sedimentation control during construction.
- Adequate erosion control on inlets and outlets.

Zoning: Reviewed. Comments are as follows:

Concept plans are not readable when expanded. They have not allowed for any parking space in a driveway on these lots that I can see, as they are all deficient in front yard setback and therefore does not permit a parking spot in a driveway. They indicate in report that parking spots of 2 for each unit will be achieved through unit design to ensure min two parking spaces. Some concept designs show a single car garage, therefore where is the 2nd parking spot?. In order to have two parking spaces in a garage, the garage space must be min 6.6m wide, and 5.8m long with no interruption of stairs or landings in garage.

We are requesting a zoning table for parking be supplied for each concept of a unit. Below are previous comments from the Zoning application ZNPL2023320.

1. R1-B Zone, Single Detached Dwellings

- Projection of attached garages to comply with section 5.1.3 of the Norfolk County Zoning Bylaw.

2. R4 Zone, Street Townhouses & Dual Frontage Townhouses

- Setback from mutual side lot line to comply with section 5.4.3 of the Norfolk County Zoning Bylaw.
- Proposed terraces/balconies may not meet section 3.10(d) of the Norfolk County Zoning Bylaw.

3. General to all units proposed

- Ensure section 4.0 of the Norfolk County Zoning Bylaw is met for parking. Two parking spaces required per lot; 3.0M x 5.8M space required on driveway and 3.3M x 5.8M uninterrupted space required in garage (if applicable). Only one space permitted in required front yard and 50% of front yard required to be maintained as landscaped area.

- Ensure any proposed decks meet section 3.6 of the Norfolk County Zoning Bylaw.
- Ensure any proposed balconies meet section 3.10(d) of the Norfolk County Zoning Bylaw.

Realty Services: Reviewed. Comments are as follows:

If the property owner is required to enter into a Development Agreement, then the County will require postponements of any charges/mortgages (if any) on title to the County's Development Agreement.

Canada Post: Reviewed. Comments are as follows:

Service type and location

- 1) Canada Post will provide mail delivery service to this development through centralized Community Mail Boxes (CMBs) unless;
- 2) If the development includes plans for (a) multi-unit building(s) with a common indoor entrance of 3 or more units, the developer must supply, install and maintain the mail delivery equipment within these buildings to Canada Post's specifications.

Municipal requirements

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

Developer timeline 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. Finally, please provide the expected installation date(s) for the CMB(s).

Please see Appendix A for any additional requirements for this developer should Canada Post need to install a Community Mailbox.

Appendix A

Additional Developer Requirements:

- The developer will consult with Canada Post to determine suitable permanent locations for the Community Mail Boxes. The developer will then indicate these locations on the appropriate servicing plans.
- The developer agrees, prior to offering any units for sale/rent, to display a map on the wall of the sales office in a place readily accessible to potential owners/renters that indicates the location of all Community Mail Boxes within the development, as approved by Canada Post.
- The developer agrees to include in all offers of purchase/rental a statement which advises the purchaser/renter that mail will be delivered via Community Mail Box. The developer also agrees to note the locations of all Community Mail

Boxes within the development, and to notify affected owners/renters of any established easements granted to Canada Post to permit access to the Community Mail Box.

- The developer will provide a suitable and safe temporary site for a Community Mail Box until curbs, sidewalks and final grading are completed at the permanent Community Mail Box locations. Canada Post will provide mail delivery to new residents/tenants as soon as the homes/businesses are occupied.
- The developer agrees to provide the following for each Community Mailbox site and to include these requirements on the appropriate servicing plans:
 - Any required walkway across the boulevard, per municipal standards
 - Any required curb depressions for wheelchair access, with an opening of at least two to three meters (consult Canada Post for detailed specifications)
 - A Community Mailbox concrete base pad per Canada Post Specifications.

Paramedic Services: Reviewed. No Comments.

Grand Erie District School Board: Reviewed. Comments are as follows:

- The Town of Delhi is serviced by two GEDSB facilities, Delhi Public School and Delhi District Secondary School. These facilities are currently full, experiencing 93% and 112% utilization respectively. This development represents a significant increase in residential units within the Town and will lead to further enrolment pressures at our facilities. Enrolment projections suggest that the addition of the proposed residential units within this development could see utilizations increase to 114% and 131%.
- We request the developer provide active transportation routes throughout the proposed development. Trails, paths, walkways, bike paths etc. would be helpful in ensuring safe access for students to the nearby elementary and secondary school locations.
- We request that the following be included in the conditions of draft approval;
 - That the Owner/Developer must agree in the Site Plan Agreement to notify all purchasers of residential units and/or renters of same, by inserting the following clauses in all offers of Purchase and Sale/Lease:
 - *“Despite the best efforts of the Grand Erie District School Board (GEDSB), accommodation in nearby facilities may not be available for all anticipated students. You are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside the area, and further, that students may, in future, be transferred to another school.”*

Development Engineering: Reviewed – Comments are as follows:

As Development Engineering assessed the planning application for the proposed subdivision, we want to acknowledge an oversight on our part. Regrettably, notes from our pre-consultation meeting were not shared as planned, we apologize for any unforeseen inconvenience our comments may cause.

We note that the information provided is to support the Application for Plan of Subdivision and is not intended as a detailed design engineering submission. The review of the engineering drawings is not a detailed review but limited to general feasibility. We have provided a few comments on some of the detailed aspects to facilitate future submissions.

Through this review one of the key items of concern was the lack of contemplation of the future extension of the Main Street of Delhi as a Collector Road. If these applications proceed to approvals with the considerations prior to approvals, there is a risk that the developer may need to submit a future Redline Revision and a Zoning By-Law Amendment.

In light of the related ZBA and Draft Plan of Subdivision applications for the Ryder Subdivision, it has come apparent that there is a notable data gap analysis in the submitted Traffic Impact Study (TIS). The TIS, specifically TIS Figure 3.2 – Site Generated Traffic Volumes, excludes through movements along Ryder Subdivision's Street A from the extension of Main Street of Delhi between First Avenue to Crosier Street as contemplated in Norfolk County's Integrated Sustainable Master Plan (ISMP).

The ISMP listed this road extension as an infrastructure improvement and subsequently allocated funding as part of the Capital Plan. This was to correct an issue of the Main Street of Delhi last segment of road is located on private property, which the county holds no agreement or easement for that portion of road.

Given the Main Street of Delhi is identified as a collector road as per Official Plan (February 2023) Schedule E-4, the County requires any ISMP proposed extension of a collector road as part of future traffic conditions throughout all horizon years considered in this application's TIS Section 4 in accordance with ISMP Appendix J Section A1.9.1 (County TIS Guidelines). County TIS Guidelines require the applicant to confirm any planned transportation network improvements prior to undertaking the future analyses completed for Ryder Subdivision's TIS.

As such, the applicant is to re-submit the TIS with the above-mentioned revisions and acknowledge that the County will reserve its right to review Street A's road classification. In order to complete Street A road classification review, the applicant's revised TIS is to also consider any active transportation requirements within Street A right-of-way (ROW) as well as confirm any on-street parking requirements. On-street parking requirements will be supported by a parking plan for the entire subdivision

development and inclusive of all driveway locations with adjacency to proposed building envelopes.

Should Street A be classified as a collector road, the County will consider Street A as eligible to undergo a screening process in accordance with MCEA (March 2023) Table A – Municipal Road Projects. The applicant will provide the County answers to the screening questions under both the MCEA Appendix 1 - Sections 1.2 and 1.3.

Draft Plan of Subdivision 28TPL2023316

General:

1. All comments submitted above for the Zoning application also apply to the Draft Plan of Subdivision comments.
2. As per By-law 2013-65, there shall be a minimum of 3.0 m horizontal separation between any service and any side lot line unless otherwise approved, in writing by the General Manager of Environmental and Infrastructure Services (EIS).
3. Full Development Engineering comments will be provided at time of detailed engineering design.
4. All plans and reports are to be signed and sealed by a Professional Engineer.
5. Any Phasing must be identified on all future submissions. All Phasing must be clearly identified prior to submission of Detailed Engineering review. Phasing plans for Plan of Subdivision are critical to provide a structured framework for the systematic development of infrastructure, including roads, watermains, and sewer systems. Detailed Phasing plans are required to mitigate risks through proactive identification and resolution and ensure compliance with regulatory requirements at each phase. Additionally, phasing plans enable coordinated construction activities, preventing conflicts and disruptions, and address community and environmental considerations, fostering sustainable and well-balanced development.
6. Development Engineering will require that all future modeling be completed with Phasing considerations. It must be clear what additional infrastructure is required at each Phase.
7. Street illumination plans will be required and must be submitted at detailed design.
8. As per Norfolk County Design Criteria, as-constructed / record drawings guidelines are to be adhered to. Securities will be required for as-constructed / record drawings.

Functional Servicing Report (FSR)

Water:

According to the Water modelling report completed at the time of Pre consultation based on a previous concept, the County's consultant provided an opinion that most areas within this development area could only provide up to 150L/sec. The revised FSR for the current proposal states the revised layouts require 166L/sec.

In the new concept with all the requests for reduced setbacks it is difficult to determine the accuracy of the FUS calculations and exactly where the most critical lots are located. Development Engineering recommends that the Consultant provide a map of the entire development with color coding for each lot with the appropriate FUS requirement. This will help visualize where the different values are required.

Development Engineering will require that the Water modelling be redone prior to submission of Detailed Engineering. Original modelling completed at the time of Pre consultation was based on an overall concept which has changed. From an internal cross reference review of the previous modelling vs the new concept Development Engineering have the following comments.

RVA used the Delhi Water Distribution Model to review the impact of the proposed development on the existing system. In the original modelling it was determined that with 3 tie-ins the existing system through the proposal could provide a Fire Flow of between 140-155L/s during a Max Day Demand to the proposed development for Phase 1 and 2. This value does not meet the required fire flows as presented in the Functional Servicing Report, based on the Fire Underwriters Survey (FUS) 2020 calculation provided within the appendix. The minimum required flow of 166L/s could not be met.

Development Engineering recommends that the Developer explore alternate watermain connections to increase the available Fire flows or investigate alternatives to reduce the requirements.

Sanitary:

According to the Sanitary Modelling report based on the Pre consultation concept, the Delhi wastewater collection system has available capacity along the flow path to the WWTP from this development to the Main Street Pumping Station after the developer installs a new Sanitary sewer through the unopened portion of Main St of Delhi. Norfolk County has recognized in the original modelling that it is recommended that the Main Street pumping station must be monitored for future flows as the proposed flow at full buildout is projected to exceed the current capacity of that pumping station.

According to the initial modelling all sewers downstream of the Main Street pumping station have capacity for this development.

Revised modelling will be required prior to submission of Detailed Engineering drawings. The Cost of the remodeling will be the Developers responsibility.

Storm Sewers & Appurtenances

9. As identified in the Functional Servicing Report (FSR) the existing Storm sewer outlet for this development is to a Storm sewer that travels through Crosier Street to Croton Avenue and eventually outlets to a ravine north of this development on the end of Croton Ave. The existing sewer is undersized and will need to be upsized to accommodate flows from this development as well as future development upstream.

Sizing, alignment, and restoration were not included in this conceptual information included in the FSR. At the time of detailed engineering design and review, the Developer must provide additional design provisions for Storm sewer sizing, alignment and future restoration of Croton Ave. It shall be noted that it will be the full responsibility of the developer to pay for the installation of all upgrades to storm sewers downstream of this development. Please reference the Local Servicing policy in Norfolk County's DC charges By-law?

The developer may need to enter into an agreement with Norfolk County to construct the storm sewer outside of the boundaries of this development.

The Developer shall be aware that the design of all Storm sewers up to and including the outlet are to be designed to the ultimate drainage area.

Development Engineering is recommending that that review of the overall SWM facility and outlet sewer be peer reviewed as part of Detailed Engineering.

10. It is not clear if any Low Impact Development (LID) options have been considered in the proposed development? LID options may need to be undertaken to reduce runoff from the proposed site.

Traffic Impact Study (TIS)

11. Development Engineering has reviewed the TIS submitted with this application and have the following comments:
 - a. In review the consultant has completed a full TIS, however, the report has only looked at Dalton Road and Crosier Street as the access points to the new subdivision. From a Traffic Volume standpoint, the consultant feels that both Dalton and Crosier are capable of the additional traffic.
 - b. The TIS has not included an assessment of the poor current cross section of Dalton OR the current condition. With a projection of 182 vehicles in the PM Peak Hour in 2036 from the current 39 vehicles in May 2023 Development Engineering is concerned the current Dalton Road will not be able to support the level of Development Growth that this subdivision proposes.

- c. The TIS has not included an assessment of the future Crosier Street west of Street A over to Croton nor was there an assessment of the Crosier and Croton intersection. Development Engineering believes there will be a % of traffic that will not always travel to James St (HWY 3) and will prefer an alternate access to the north and east through Main St of Delhi.
- d. The TIS does not identify that Street A will eventually become Main Street of Delhi OR that the current Main St of Delhi is designated as Collector in the OP. Development Engineering is concerned with the potential of having Street A become a future Collector Road connection with numerous driveways on a road that is supposed to be a throughfare for traffic.

It is the recommendation of Development Engineering that the Developer complete a condition assessment of Dalton Road beyond the limits of this subdivision to determine if the existing road can withstand the proposed development.

It is the recommendation of Development Engineering that the Developer be responsible to construct the extension of Main Street of Delhi while installing underground infrastructure for this development between First St and Crosier St.

It is the recommendation of Development Engineering that once the final determination of external roads to be constructed to service this proposal is completed, that the consultant review the TIS and resubmit. It is anticipated that the connection to Main Street of Delhi, either directly OR through Croton Ave will have an impact on the overall traffic in this area.

The TIS should be in a format that matches the proposed phasing of the subdivision. Each phase should be addressed separately for the 5 and 10 year horizons beyond full build-out of the site.

Draft Plan of Subdivision Drawing (DP1)

12. Please dimension all proposed sight triangles. According to the Norfolk County Zoning By-law Section 3.31 Sight Triangles, 3.31.2 A sight triangle shall be measured back from an intersection a distance of 9 metres along the street lines.

- a. With the reduced setbacks Development Engineering have concerns about buildings located in potential sight lines.

13. A 0.3m reserve is required on the flank side of Lot 7, 8, 28, 35, 42, 47, 66, 67, 86, 87, and 105. A 0.3m reserve is required on the flank side of Blocks 13, 14, 16, 22, 36, 37 and 43. The reserve is to be on the private side of the property line.

14. The "FUTURE ROW" between Lots 7 and 8 – Should be a Block which will be given to the County. A 0.3m reserve on the east Property limit of this block will also be required.
15. The Bulb at the end of Street E in the Southeast corner of this proposed Development is not Dimensioned and therefore it is unclear if it meets Norfolk County Standards. This Cul-de-sac is a new concept from the Pre consultation concept. Development Engineering does not support the use of a short dead-end cul-de-sac. This configuration creates difficulties for County staff to maintain and eventually is the responsibility of Norfolk County to replace at end-of-life. It is recommended that the developer consider a different configuration in this area to eliminate the need for this Cul-de-sac.
16. A comprehensive review of the Development Charges Local Servicing Policy should be completed to determine the extent of the works that are to be completed or contributions towards future upgrades.
17. Development Engineering has recognized that in the revised concept from Pre consultation there are now 2 housing Blocks (Block 6 and Block 44) which are directly adjacent to the Hydro One Transformer Station on Croton Ave. Prior to Draft Plan Approval Development Engineering requests confirmation that Hydro One has reviewed the concept and agrees that housing can be in such close proximity to the Station. Does Hydro One require additional setbacks beyond normal residential setbacks?
18. In review of the proposal, it has been recognized that there is substantial external work to be completed outside the proposed limits of the development. It is the recommendation of Development Engineering that a comprehensive "External Servicing Agreement" be formalized prior to the recommendation for approval of this subdivision. The External Servicing Agreement MUST identify the following:
 - a. External Watermain construction to provide adequate water Pressure and volume for both Domestic and Fire flows. Exact locations are not yet determined. According to the submission the connections would be:
 - i. 50m extension of 200mm WM along Crosier from Beech St to Main Street of Delhi.
 - ii. New watermain installation from proposed Street A to existing Dead End on Dalton
 - iii. Replace 410m of existing 150mm watermain along Dalton from Dead end to James St with new 200mm.

Development Engineering has recognized that an alternate option exists with a potential tie-in at Imperial St travelling along Main Street of Delhi to Crosier. This would also eliminate an existing dead end at First St. The existing pressure and Fire Flow at Imperial Street is higher than any of the other proposed connections and may provide greater Fire Flow to the area.

- b. External Sanitary sewer through the unopened ROW of Main Street of Delhi to provide an adequate Sanitary outlet for this development. Based on other concepts for future development there may be a need to oversize this sewer. This must be confirmed during Detailed Engineering design.
- c. Reconstruction of Existing undersized Storm sewer as the Legal and Adequate outlet for this development along Crosier St and Croton Ave.
 - i. As identified in this proposal, the storm sewer upgrade will be the responsibility of the Developer including all costs for design and construction of sewers and restoration of existing roads.
- d. Urbanization of external roads:
 - i. Main Street of Delhi – First St to Crosier Street. Full urban cross section with sidewalks on both sides (designated Collector in OP, this eliminates the section of Main street of Delhi on Private property, Provide Main Street access to Soccer park and amenities) (Developer)
 - ii. Main Street of Delhi – Imperial to First St – Full urban reconstruction to County Standards.
 - iii. Crosier St from Croton Ave to Main Street of Delhi – Full urban Cross Section with sidewalks on one side.
 - iv. Croton Ave – Crosier North – Existing Road to be re-instated when installing the Storm.
 - v. Croton Ave - Crosier South- To be constructed to full urbanization curb and gutter, with sidewalks on one side.
 - vi. Dalton Road – Croton to East limit of subdivision- To be constructed to full urbanization curb and gutter, with sidewalks on one side.

- vii. Dalton – East Limit of subdivision to James St (or Limit of Watermain Work) To be constructed to full urbanization curb and gutter with sidewalks on one side.

19. In addition to determining the ultimate list of external works it will also be important to determine at what stage each external upgrade will take place. A full Phasing plan is to be submitted which identifies what external work needs to proceed with each phase.

- a. According to Norfolk County Design Criteria all watermains are to be looped. Future phasing plans must identify watermain looping and not propose any temporary deadends.
- b. In order to have a legal and adequate outlet it is assumed that the Storm outlet and construction of the SWM pond will be designed and constructed in Phase 1. This must be clearly identified in the overall phasing plan.
- c. PHASING WILL BE CRITICAL at this review stage. If it is going to be a phased approach, then the FSR must identify how each phase will be constructed. The County must be confident that each phase is sustainable independently in case subsequent phases are delayed.
 - i. NOTE: Currently the FSR does NOT break down the development in Phases. In the next submission the FSR is to be edited to identify how each phase will be serviced.

Bell Canada: Reviewed – Comments are as follows:

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

Bell Canada Condition(s) of Approval

- 1) The Owner acknowledges and agrees to convey any easement(s) as deemed necessary by Bell Canada to service this new development. The Owner further agrees and acknowledges to convey such easements at no cost to Bell Canada.
- 2) The Owner agrees that should any conflict arise with existing Bell Canada facilities where a current and valid easement exists within the subject area, the Owner shall be responsible for the relocation of any such facilities or easements at their own cost.

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

Ministry of Transportation (MTO):

The Ministry of Transportation (MTO) has reviewed the proposal for a residential plan of subdivision otherwise known as Ryder Subdivision. The proposal has been considered in accordance with the Public Transportation and Highway Improvement Act, MTO's Highway Access Management Manual (HAMM) policies and standards, as well as all related guidelines and policies. The following outlines our Proposed Conditions of Draft Plan Approval.

The subject property is located adjacent to Highway 3, within MTO's Permit Control Area. As such MTO permits are required before any demolition, grading, construction, or alteration to the site commences. In accordance with the Ontario Building Code, municipal permits may not be issued until such time as all other applicable requirements (i.e.: MTO permits) are satisfied.

Highway 3 at this location is classified as a 2B Arterial, designated as a fully Controlled Access Highway. As such, all requirements, guidelines, and best practices in accordance with that classification and designation shall apply.

In conjunction with past comments and ongoing conversations with the proponent MTO has the following Conditions of Draft Pan Approval:

Proposed Conditions of Draft Plan Approval

As identified prior to the formal circulation for plan of subdivision, the following are still valid and forms MTO's preliminary Conditions of Draft Approval:

- 1) That prior to final approval, the owner(s) to submit to the Ministry of Transportation for review and approval, a copy of a Traffic Impact Study indicating the anticipated traffic volumes and their impact on Highway 3 through the following locations:
 - a. Highway 3 and Dalton Road intersection
- 2) The Traffic Impact Study will be prepared in accordance with MTO's Traffic Impact Study Guidelines. The owner's transportation consultant shall be RAQS certified.
- 3) That prior to final approval, the owner should be aware that any highway improvements identified from our review and analysis of the Traffic Impact Study will be the responsibility, (financially and otherwise) of the owner. A Legal Agreement will be required to be entered into between the owner and MTO, whereby the owner agrees to assume financial responsibility for the design and construction of all necessary associated highway improvements.

- 4) That prior to final approval, the owner shall submit a stormwater management report along with grading/drainage plans for the proposed development for review and approval.
- 5) That Prior to final approval, the owner shall submit to the Ministry of Transportation for review and approval a draft copy of the M-Plan for this subdivision.
- 6) That prior to final approval, the owners shall provide the Ministry of Transportation for review and approval, the Conditions of Draft Plan Approval and Draft Subdivision Agreement to ensure our requirements have been incorporated.