

**Breslau Subdivision**  
**File Nos. 30T-20701**  
**Response to 1<sup>st</sup> Submission Comments**

Township of Woolwich – Consolidated Comments November 11, 2020		
	Comment	Response
<b>Planning Comments</b>		
1	A phasing/staging plan is required.	Staging Plan has been prepared.
2	It is requested that the Park block be dedicated in the first phase, and if that is not possible, one of the earliest phases.	Park block has been included as part of Phase S1, the first phase of the Southern portion of the developable lands.
3	Verify the timing to acquire the Dolman Street extension and when the connection will be required	The applicant will continue to work with Township staff to coordinate the acquisition of the lands required to complete the Dolman Street extension. Anticipated timing of the acquisition has not yet been determined and may rely on Township intervention.
4	Verify the future plans for Mader's Lane.	Mader's Lane will be retained by the owner as a potential service corridor should the Dolman Street extension be delayed or determined to be unfeasible. When the Dolman Street extension is confirmed, the lands forming Mader's Lane will be conveyed to the adjacent blocks.
5	As agreed, the Ottawa Street alignment will also need to be finalized for the Township to finalize comments to the proposed applications.	Municipal Class Environmental Assessment (MCEA) is currently underway regarding the Ottawa Street alignment. Consideration of the alignment and Draft Approval are to be considered concurrently. Please refer to letter from IBI Group, dated January 7, 2020, outlining current status of the MCEA and next steps.
6	Provide proposed street names for the unnamed streets. It is suggested that names of local veterans be considered.	Proposed street names have been added to the revised Draft Plan, as follows:  Street A = Burkholder Street Street B = Sullivan Street Street C = Pine Hill Street Street D = Statler Street Street E = Mader Street Street F = Iva Street
7	Provide a street design for Street A that will encourage walkability and cycling but deter speeding.	A concept plan has been prepared illustrating roundabouts (Schedule 4 of the Planning Justification Addendum Letter), stop signs and crosswalks along Street A (Burkholder St) which will deter speeding. Design interventions could also be introduced, such as street bump outs, on-street parking and street trees, to further discourage speeding.
8	Street A connection to Kennedy, the Kennedy Road extension are required to provide the connectivity as per the Township Official Plan.	Street connection remains within the proposed Draft Plan of Subdivision
9	It is noted that the developer will be responsible for the costs and works to re-align Menno Street, and the renaming etc of the current Menno St to Ottawa St.	Noted.
10	The density of a number of the multiunit blocks seems high, especially given the potential height limitations from the airport. Verify that blocks 50 and 51 can be developed as proposed.	The density ranges of the multi blocks has been revised to reflect the density ranges of the official plan (50-120 uph for High Density, 50-20 uph for Medium Density & 12-20 uph for Low Density)
11	For each multiple block, verify the number and type of units proposed.	Development concepts have been prepared for each multiple dwelling block to verify feasibility of unit types and unit counts.
12	Multiple Blocks <ul style="list-style-type: none"> <li>note that as per 7.16.6.5f) that rear or back lotting on Regional roads is not permitted. The plans to not necessarily reflect this.</li> <li>The sketch for blocks do not match the number of units proposed on the draft plan. Verify units numbers, height (airport), and density will conform to the Official Plan.</li> </ul>	Extra lot depth has been given to blocks where backlotting onto Fountain Street. There are existing berms located along Fountain Street screening back lotted homes. Concepts have been detailed with units types and count. Height restrictions have been taken into consideration for the designs of Blocks 59/60 (previous Blocks 50/51).

	<ul style="list-style-type: none"> <li>Block 46, does the concept address any mitigation to the rail line?</li> <li>Block 58, it is unclear on the number and type of units proposed. How will the site be developed adjacent to the rear of the existing properties along Menno St?</li> </ul>	<p>Block 54 will feature a setback from the rail line with space for mitigation design (to be determined at detailed design).</p> <p>The Walden lands area has been reconfigured and detailed in the concept plan package.</p>
13	<p>Mixed Use Block</p> <ul style="list-style-type: none"> <li>Mixed use blocks need consideration in terms design to be successful. Commercial unit space should be on the main floor facing the street with the residential to the rear and above. Can a driveway access be provided along Ottawa Street as well as Woolwich St?</li> <li>Is the mixed use block, economical and sustainable? Is there justification for the amount of area provided and the number any types of uses permitted given the development in other areas of the community? <ul style="list-style-type: none"> <li>What size of commercial units are appropriate to serve the community?</li> </ul> </li> </ul>	<p>Concept Plan for Blocks 39, 48, 49, 50, 51, 52, 53, 61 and 62 including Live/Work units, has been prepared. A public street has been added with entrances on Woolwich Street S and future Ottawa Street. A connection to Menno Street is also provided.</p> <p>Commercial spaces front Woolwich Street with residential uses above and at the rear.</p> <p>Based on a review of the existing and anticipated market, it is believed that there is sufficient demand to sustain the proposed commercial uses.</p>
14	In each single, semi and townhouse block, verify that the number of units proposed can be accommodated as per the zoning.	Number of proposed units are estimates based on proposed zoning.
15	Block 50 and Block 44 mutual property line – alter the angle to reduce the small thin triangle being created.	Draft Plan has been revised.
16	Block 44 runs far north beside the wetland. Is this needed and will it cause a maintenance issue? Is Block 48 better to run further into Block 56?	Draft Plan has been revised.
17	The Subdivision Plan shows a property line across the plan (through block 23, 60 etc) but not a clear line delineating Blocks 48, 60 and 56. Delineate the blocks in the same way as other blocks on the plan.	Draft Plan has been revised.
18	Convey a 1-foot reserve along the frontages of the “other lands owned by ---” and south of the proposed Ottawa St that are not subject to the development.	Draft Plan has been revised.
19	The proposed stormwater pond, Block 53 will create a 4.52 ha portion of lands to the south that will not have frontage on a local road, restricting access to Fountain Street only. Verify with the Region if the lands can be accessed via Fountain St, or address an access.	Block 53 has frontage on Ottawa Street and Fountain Street. Access will be via Ottawa Street.
20	Staging- provide some additional explanation on the 150 units proposed in the first year and why 85 is proposed in the remaining years? A more consistent approach would be a plan showing allocation in 2020 or 2021 and 75 units per year. A phasing plan following this staging is requested.	It is proposed that BPL lands be allocated 150 units in the first year and 75 units each year thereafter. Walden lands be allocated 40 units per year. It is further proposed that stacked townhomes and apartments be excluded from the allocations to encourage unit diversification throughout the project. Please see Planning Addendum Letter for further information.
21	Note on the plan the blocks what will contain multiple (apartment blocks) which can be excepted from the staging, versus the townhouse units, stacked towns(?), singles and semi's.	A Conceptual Phasing Plan has been prepared alongside the Draft Plan to provide more details on unit ranges and types. High level concepts have also been prepared to provide more detail on the multi-blocks.
22	<p>Design Brief</p> <ul style="list-style-type: none"> <li>The proposed 6.5m townhouse lots appear to be very small, and development to meet the zoning requirements in terms of design standards and parking etc may not be achievable. Provide a concept sketch of the 6.5 m townhouse units.</li> </ul>	The ultimate builder has yet to be determined at this time and, as such, specific building floor plans cannot be provided. A typical block plan has been provided as Schedule 7 of the Planning Justification Addendum Letter to illustrate the typical configuration of a 6.0 metre street fronting townhouse.
23	<p>Parkland</p> <ul style="list-style-type: none"> <li>Parkland will need to be developed in accordance with the Township Design Guidelines.</li> <li>The trail around the wetland will need to be stone dust</li> <li>For the lots abutting the parks, the black chain link fencing is required.</li> <li>For parcel abutting the wetland and trail, a detail landscape plan will be required that provides the necessary monuments and landscape plantings to delineate the Township lands and the trail as a buffer to the wetland.</li> <li>Easement to access Block 56?</li> </ul>	Noted. Detailed designs to be provided as part of final approval.
24	Street tree plantings will be required as per the Township's Design Guidelines.	Noted.
25	How will environmental linkages be maintained / improved to the wetland.	A large portion of the wetland immediately abuts Parks and Open Space blocks 67 and 68, thereby maintaining environmental linkages through the block with the woodlots west of the Site.
26	If lands are to be substantially regraded, how will trees along edge be protected.	Peripheral areas that containing trees that are to remain will be graded so as to avoid any negative impacts on them. Protections for specific areas have been contemplated through the proposed Zoning By-law.
27	With regard to the economics (Section 6.2 of the Planning Report), provide calculations to verify that the development is sustainable in the sense that taxes will cover maintenance and replacement costs (i.e., cost per hectare).	Properties including within the Draft Plan will be taxed as typical residential and/or commercial parcels.

28	Sustainability looks at building design/constriction. Suggest a method to ensure that development of the plan will address these standards.	Detailed building design will be determined at the time of Site Plan and/or Building Permit.
<i>Urban Design</i>		
1	<p>The report makes a number of comments to high quality urban design, but no substantial details on how that is accomplished that is different from any other development.</p> <ul style="list-style-type: none"> <li>• How does the plan address cycling, or future transit?</li> <li>• The northerly park block and swm pond are hidden elements, and do not appear to meet the high quality of design and may not meet CPTED.</li> <li>• The trail around the wetland has limited access points and properties nearby, how can the design address safety?</li> <li>• How will the developer ensure that the units will be designed to provide energy-efficient dwellings?</li> <li>• To encourage “eyes on the street” are the housing designs able to support more than a garage and front door facing the street to include living space on the main floor overlooking the street?</li> <li>• It is suggested that to further enhance design, walkability, and CPTED that up to 50% of the units facing the street contain a dwelling with a front door, garage and a room with living space on the main level facing the road.</li> </ul>	<p>Noted.</p> <p>As the final builder has yet to be determined, energy-efficiencies related to specific building designs cannot be determined at this time. Building designs will, however, be constructed in accordance with OBC standards and encourage energy efficiencies wherever feasible.</p> <p>Dwellings fronting directly onto street will be constructed in accordance with municipal Zoning By-laws, including building frontages.</p> <p>Please see enclosed Planning Justification Report addendum letter for further information.</p>
2	The plan should provide for housing that is accessible, where the grading allows for access to the front door and into accessible dwellings.	Properties will be constructed to meet AODA standards.
3	<p>Affordable housing – the proposal is for market based housing. The housing mix will allow for choice of market based unit types, and potentially price points. To improve affordability consider:</p> <ul style="list-style-type: none"> <li>• if any of the units are to be rental apartments?</li> <li>• it is recommended that a number of the new units (25 to 30%) be constructed with or “apartment ready” designs to increase the number of rental units and help in the affordability.</li> <li>• smaller dwelling units, to allow for lower price entry into the housing market. (i.e., 800sq ft to 1200 sq ft)</li> </ul>	<p>Proposed applications include a diverse range of unit types and sizes, thereby, providing opportunity for market entry to a cross section of the community.</p> <p>The builder has yet to be determined, nor have the ultimate forms of tenure. It is anticipated, however, that some units will be made available for rent. Similarly, it is anticipated that the market for single detached dwellings will demand that dwellings be ‘apartment-ready’, to allow for secondary suites.</p>
4	Explain the storm water outlet to the rail line.	There is an existing culvert under the CN railway which connects to a pipe in an easement outletting to Hopewell Creek. A ditch runs from the area of the proposed Block 63 SWM pond to this culvert. This route will be maintained and will be the outlet from the SWM pond (controlled to pre-development rates).
5	<p>Noise:</p> <ul style="list-style-type: none"> <li>• Provide a plan(s) showing where all the rail, airport and traffic noise restrictions and clauses apply.</li> <li>• Figure 3 appears to be missing in the noise assessment</li> <li>• Refine the figures to reflect the recommendation</li> <li>• Block 44 – how will townhouses be positioned to address noise?</li> </ul>	To be provided under separate cover.
6	Provide a truck route/construction access plan for the development. The route should not impact existing development in Elroy Acres.	To be determined in detailed design (likely route will be from Fountain Street at Dolman or Ottawa Street).
7	Is a sidewalk along Fountain or bike path required. Verify with the Region.	Required right-of-way has been provided. Street cross-section can be accommodated, as required.
8	Sidewalks will be required along both sides of the streets.	To be determined during detailed design.
9	Also provide a turning circle at Menno and Street A	Draft Plan has been revised.
10	Provide a response all of the communities comments.	The Applicants have worked with the community through informal Open Houses and ongoing discussions on a variety of topics. Please see enclosed Planning Addendum Letter for further information.
11	Update the Lot and Block unit calculation as necessary. Update/verify the overall development density, but also block density, and final unit count estimates based on all of the comments and revisions.	Unit ranges have been updated for each block. Multiblock ranges match the density ranges of the Official Plan. The Land Use Schedule on the plan has been updated.
<i>Additional Planning Comments (email dated December 10, 2020)</i>		
1	As this is one subdivision and one agreement, staging will be based on the entire development. Meaning that Nedlaw’s portion cannot proceed separate from Breslau Properties lands.	Please see Section 3.0 of the Planning Justification Addendum Letter for information pertaining to development phasing.

2	Comment -the subdivision agreement generally allows for approximately a three year supply to be registered at a time. However, subsequent registrations cannot take place until such time as the previous phase could have been developed.	Please see Section 3.0 of the Planning Justification Addendum Letter for information pertaining to development phasing.
3	The allocation of services and staging is intended to guide growth to 2041 and to meet associated growth targets in both the Regional Official Plan and the Township Official Plan. As such staff is considering to recommend between 50 to 75 units per year starting in 2021.	Please see Section 3.0 of the Planning Justification Addendum Letter for information pertaining to development phasing.
4	Staff note that based on previous comments from the Township and the Region, the plan needs to ensure that the overall density targets will be met, along with the appropriate mix of units. Changes of this nature may impact the phasing plan.	Overall density is projected to fall between 50 – 73 people and jobs per hectare and, as such, within the density targets. Density calculations have been updated and can be found in the Planning Justification Addendum Letter.
5	Based on the phasing plan provided and the number of units per block, verify that Blocks 47, 49, and 50 correspond to the proposed designation in the Official Plan. These blocks appear to be High Density Residential.	Proposed Official Plan Amendment has been revised to include Blocks 54 -56 and 60-62 as High Density Residential.
6	Phasing should align to the limits of the blocks and not divide blocks.	Draft Plan has been revised to reflect proposed phasing.
7	As the Township is requesting that the park be conveyed in Phase 1, Phase S-1A, S-1B will need to be registered first and in one Phase.	The Park has been included within Phase S1 and will be conveyed at the registration of this phase. However, it has not been determined whether construction will begin with the North or South phases.
8	Any phase with frontage created as a result of a previous phase will require that a 1-foot reserve be put in place to prevent development of the block.	Reserves have been added where necessary.
9	Temporary turning circles will be required in certain locations of the plan depending on the staging, but specifically Phase S-3 – Street C, S-2 Street A.	Temporary turning circles have been added, as necessary.
10	Prior to Phase N-1 or lands requiring servicing from the North, the Dolman Street connection to Woolwich Street will be required.	Mader’s Lane is of sufficient width to act as a servicing corridor to the North phases, should it be necessary. The Applicant is working with Township staff to forward the acquisition of the lands necessary for the Dolman Street extension, however, it is feasible for the North phase to progress without the lands.
11	Phasing plans will need to ensure that servicing is properly addressed, including any loop of water.	Noted. To be determined at detailed design.
12	Staff note that the grading and drainage concept propose filling in and around the Opens Space wetland block. Given the fill, please ensure that the trail can be accommodated as proposed, and that the vehicle maintenance access is also accessible from the park around the site (especially to Block 56).	Noted. To be determined at final/detailed design.
13	Trail slopes must also meet Township requirements. This will be important where the lands transition from the filled portions to the wetland area.	Noted. To be determined at final/detailed design.
<i>Additional Planning/Parks Comments (email dated February 1, 2021)</i>		
1	"Of note the parkland dedication has increase in Block 55 from 1.03 HA to 1.17 HA which will modify/reduce the cash in lieu slightly	Noted.
2	Block 54: Some concerns with park frontage, as this does not meet the recently implemented planning guidelines. Staff have concerns with public safety resulting from the lack of visibility and exposure from the roadway into this park block however, as previously noted staff anticipate this particular park block will be for trail use only, with the trail entering from the road and wrapping around the storm pond. Feedback from IS on the access road into the SWM pond to ensure the access is sufficient for vehicles and/or equipment needed to access the area.	The frontage of Block 54 along Dolman Street has been increased from 20 metres to 40 metres. The frontage is also located at the terminus of Kennedy Road which will help increase visibility of the park. With regard to your proposed road realignment, we would like to note the grades and lotting pattern in this area do not make your proposed design favourable. The current design avoids building roadway through the steepest grades.
3	Block 55: As noted, the developer has reconfigured park block 55, and despite the addition of the single detached dwellings on block 29, the park space has increased from 1.03 HA to 1.17 HA. Block 29 does impact the amount of park frontage and site lines which may not be ideal or preferred however, there is still significant park frontage along Iva St. and at the roundabout. Do you feel the new configuration and subsequent parking to access the park and/or trail access point will impact traffic flow or create any issues with vehicles leading to the round-about with only on-street parking available for the public using the park?	Due to other modifications and requests by agencies, the park block area has increased by a small amount. This occurred mostly due to the road alignment changes in the southern lands and the need to make street intersections 90-degrees. We believe efficiency has been increased in the southern lands, and park connections have been maintained. There is still significant frontage along Iva Street (±159 metres) and views from Scarlett Street have been maintained from the previous plan. There will be a direct pedestrian walkway from Ottawa Street to the park as well.
4	Staff may need to reconsider the proposed park plan and the layout of amenities based on the newly configured park. Until staff review the actual dimensions and nail down the specific amenities and size I can't speak to whether the configuration will limit future functionality but provided the parks master plan doesn't identify this park as required for sports fields, it should be fine.	Noted.

5	In regards to Block 54, I was wondering your thoughts on the attached (page 2), which would bring Pine Hill over to Kennedy, and give the park more open frontage?	Frontage of Block 54 on Dolman has been increased from 20 metres to 40 metres.
6	I have also been considering the Nedlaw block at the corner of Ottawa and Woolwich. I am thinking the block may benefit from a small building to allow a convenience store/maybe even a small restaurant to support the area, but also to help draw people in to the live work unit businesses. I attached a sketch as an example. Once we have your full submission I will have Development Engineering do their review, but if the Breslau Drain runs along Woolwich St across the frontage of the Nedlaw lands I am not sure of the impact of a full road and servicing and Townhouses working there?	With regard to the Walden lands/Nedlaw block, we believe commercial uses would be better suited north towards the Town's centre, not at the Ottawa/Woolwich intersection. Having the proposed Walden Street intersect at both Woolwich and Ottawa is ideal for traffic flow, and for providing interior block access off the main roads. Should the Breslau Drain run across the frontage of Block 62, culverts or another form of crossing will be provided.
7	If worst comes to worst for Roger Shantz and Dolman extension, do you have a concept to align Dolman through Mader's Lane?	No concept has been produced as Mader's Lane will be retained by the owner as a potential service corridor should the Dolman Street extension be delayed or determined to be unfeasible. When the Dolman Street extension is confirmed, the lands forming Mader's Lane will be conveyed to the adjacent blocks.
<b>Engineering (letter dated December 9, 2020)</b>		
<i>General</i>		
1	These comments are to be read in conjunction with the Peer Review comments provided by K. Smart Associates Limited dated December 4, 2020.	Noted.
2	Township will require a Peer Review of the detail engineering design and report for the Stormwater Management facilities and the Developer will be responsible for the Peer Review costs.	Noted.
3	Utilities required for the plan of subdivision are to be located and buried within the road allowances within the Draft Plan.	Noted. To be determined at final/detailed design.
4	The Developer's consulting engineer is to provide applicable reports and detail engineering design drawings for the proposed subdivision including required upgrades to external roads where applicable (i.e. sections of Woolwich Street South, Dolman Street, Kennedy Road, Menno Street and Fountain Street North) including detail spreadsheets with all infrastructure items identified to address the requirements for Public Sector Accounting Board Regulation 3150 (PSAB-3150-Tangible Capital Assets).	To be provided at final/detailed design.
5	The Developer is to obtain all applicable certificates of approvals and clearances from MECP, GRCA, Region of Waterloo and Township of Woolwich and any other applicable agencies, for the installation of services (i.e. stormwater management facilities, storm sewer, sanitary sewer, watermain, noise wall etc.)	Noted. To be provided at final/detailed design.
6	Detail design is to be in accordance with the Township of Woolwich design guidelines and the Region of Waterloo "Design Guidelines and Supplemental Specifications for Municipal Services" (DGSSMS).	Noted. To be provided at final/detailed design.
7	Clarify what will happen with the Blocks for Matters Lane and how will the Draft Plan accommodate existing accesses on Matters Lane?	With the build-out of the proposed Plan of Subdivision, no accesses will be provided from Mader's Lane. Lands comprising Mader's Lane will be conveyed to adjacent blocks upon securing the lands necessary for the Dolman Street extension.
8	Provide a minimum 10.0 metre servicing corridor within the Draft Plan along the westerly property line adjacent to the existing Woolwich Street South Properties from north limit of 65 Woolwich Street South to the rear property line of the Cooper Crescent Lots and westward along the Matters Lane alignment adjacent to the rear of the Cooper Crescent lots to Kennedy Road. This servicing corridor is to be minimum 10.0 metres wide or larger to accommodate conveyance of storm drainage via sewer and overland flows from the Cooper Crescent area and from the existing Woolwich Street South properties.	Block 79 has been created for a 10m servicing corridor. It extends from Dolman Street to the north property line.
<i>Roads and Grading</i>		
1	Dwg C4 – legend should clarify what water table elevation is shown since the water table fluctuates. Are the water table elevations based on the "Composite Highest Water Table contours using Figure 10 from the Hydrogeological Investigation Report?	The water table contours and elevations show the highwater elevation as determined by CVD Engineering – legend revised.
2	Drawings submitted during detailed design need to include cross-sections that show proposed grade against existing grade along the same cross-sections used in the Hydro-G report (shown on Figure 4). The cross-sections should include the top of till line and the seasonally low and seasonally high water table lines.	Noted.
3	Details are required to demonstrate how the interface of new lots in Blocks 21, 29 are against the east side of existing properties on Kennedy Road. The proposed development is not to negatively impact existing adjacent residential properties.	Single detached lots are proposed along shared lot line with Kennedy Road residents to provide for an appropriate transition of unit types.

		The functional drawings demonstrate only a very narrow strip of land drains to the existing residential lots. This strip of land is a 3:1 vegetated slope and runoff would be insignificant. The Final Design will provide greater details. Refer also to point 29 of this section.
4	Dolman Street is to be constructed as a 23 metre collector road and Street A is to be constructed as a 20 metre minor collector road. Both roads are to incorporate traffic calming and pedestrian crossing features.	Correct road widths are provided. A figure has been prepared to demonstrate traffic calming measures on Street A/Burkholder Street (Schedule 4 of the Planning Justification Addendum Letter).
5	All roads within the Draft Plan are to have 20.0 metre road allowances with the exception of future Ottawa Street being 35.0 metre between Woolwich Street South and Fountain Street North and Dolman Street being a 26.0 metre road allowance from Fountain Street North to Street C and the remainder of Dolman Street road allowance to be 23.0 metres, with daylight triangles and road widening at the intersections of Woolwich Street South and at Fountain Street North.	Revised Draft Plan reflects required road widths.  Note that a public street has been added to the Walden Lands and has assumed an 18.5 metre right-of-way. This road will function as a local road with minimal traffic. As such, it is anticipated that an 18.5 width will be sufficient.
6	The Developer is to obtain a daylight triangle for Dolman Street at Woolwich Street South from the property located at 77 Woolwich Street South.	The applicant will continue to work with the Township toward the acquisition of the lands required to complete the Dolman Street extension. Please note that Township intervention may be required.
7	The Developer will be required to close the existing entrance to 77 Woolwich Street South and provide new entrances for the property to Dolman Street.	The applicant does not own, or have control over, 77 Woolwich Street South and cannot carry out requirements on the lands.
8	Revise the road allowance approach length for Street A at the intersection with the proposed Ottawa Street road allowance and provide a 7.5 metre daylight triangle at the intersection. Street A is to intersect Ottawa Street at a 90-degree angle and the approach to the intersection is to meet TAC requirements for a local road intersecting a major road.	Draft Plan has been revised.
9	The Developer is required to extend Dolman Street east of Woolwich Street South to the westerly limit of the Draft Plan, which includes the extension of municipal services. The Developer is financially responsible for the extension of municipal services and a portion of the surface works for this section of Dolman Street extension (as per 2019 Development Charge Report).	To be provided at final/detailed design.
10	The Developer is required to construct the road and extend municipal services within the future Ottawa Street Road allowance from Woolwich Street South to Fountain Street North. The Developer is financially responsible for the extension of municipal services and a portion of the surface works for this section of the Ottawa Street east of Woolwich Street South (as per 2019 Development Charge Report).	To be provided at final/detailed design.
11	The Developer is required to extend municipal services within the road allowances in the Draft Plan to the limits of the Draft Plan.	To be provided at final/detailed design.
12	The Developer is required to extend the urbanized cross section for Kennedy Road and Scarlett Road from the Draft Plan to the first existing intersection within the residential subdivision adjacent to the Draft Plan.	To be provided at final/detailed design.
13	The Developer is to provide pedestrian crossing devices on Woolwich Street South at the future Ottawa Street intersection and on Dolman Street at the intersection with Street C and on Street A at Scarlett Road / Street F.	To be provided at final/detailed design.
14	The Developer will be financially responsible for any intersection improvements, or traffic control upgrades at intersections where the Draft Plan road network connects to the existing road network.	To be provided at final/detailed design.
15	The Developer is required to provide sidewalks on both sides of all streets within the Draft Plan including all road extensions to existing intersecting roads.	To be provided at final/detailed design.
16	The Developer is required to provide a pedestrian sidewalk link from the Draft Plan including urbanizing a section of Woolwich Street South from Elroy Road to the intersection with the future Ottawa Street road allowance. The urbanization of Woolwich Street South includes the installation of sidewalks on both sides of the road, sanitary sewer, storm sewer (Breslau Municipal Drain Report) streetlighting, curb and gutters.	To be provided at final/detailed design.
17	Should the Developer proceed with servicing the Draft Plan in advance of the Township installing the Breslau Municipal Drain on Woolwich Street South from Elroy Road to the Future Ottawa Street road allowance, the Developer will be required to front end the cost to urbanize this section of Woolwich Street South which will include the storm sewer (Breslau Municipal Drain), sanitary sewer, sidewalks, curb and gutters. The Developer would be reimbursed for 50% of the road surface works and 100% for the storm sewer (size based on the Breslau Municipal Drain Report).	To be provided at final/detailed design.
18	The Developer is required to extend the 375 mm diameter sanitary sewer on Woolwich Street South to the future Ottawa Street road allowance and then east along the Ottawa Street road allowance to the east limits of the Draft Plan at their expense.	Agreed – and is proposed. To be provided at final design.

19	Where there are 90-degree bends in the road allowance the inside property line radius is to be 10.5 metres.	Draft Plan has been revised.
20	Revise the rounded road allowance daylight corners to angled daylight triangles	Draft Plan has been revised.
21	The minimum road gradient is to be 0.7 % (as noted on the preliminary plans).	To be provided at final/detailed design.
22	Provide a 30.5 metre radius road allowance for all roundabout locations (i.e. Doman Street and the intersection on Street A). The proposed roundabout location at Street A and Scarlet Road / Street F is to be relocated to the intersection of Street A at Menno Street.	It is our opinion that a full-sized modern roundabout is not an appropriate in the proposed context. Rather a Traffic Circle or a mini-roundabout is more appropriate and has been proposed. Please refer to FSR.
23	The road allowance for Street F and Menno Street are to be at 90-degree angles with the Street A road allowance.	Draft Plan has been revised.
24	Minimum curb radius at intersections is 9.0 metres.	To be provided at final/detailed design.
25	The Developer will be required to provide LED street lighting within the proposed subdivision to meet RP8 2018 lighting standards, and fixtures are to be in accordance with LED lighting used in the Township. If the developer chooses to install decorative street lighting within the proposed subdivision, they are required to make a request in writing to the Township prior to or with the first detail engineering submission. Decorative lighting is to be LED and style of pole and fixture is to be approved by the Township.	To be provided at final/detailed design.
26	Streetlight improvements at the new intersections with Woolwich Street South including Kennedy Road, Scarlet Road, Menno Street and Fountain Street North will be the responsibility of the developer. Likewise, if streetlight improvements are required on the roads noted above prior to the new intersection the cost to upgrade or add new lights will be the responsibility of the Developer.	To be provided at final/detailed design.
27	Where rear / side yard swales are required the maximum length of a grass swale is 50 metres before surface water is to enter the storm sewer system.	To be provided at final/detailed design.
28	Identify the existing grades for the properties located to the west of the Draft Plan and ensure that there is a positive drainage outlet maintained for these existing lots that drain through the Draft Plan.	To be provided at final/detailed design.
29	The Lots and Blocks that abut the existing residential communities in Breslau are to have 100% of the roof water conveyed to the front of the Lot or Block and measures are to be taken to ensure that roof drainage does not flow towards the existing residential community. For all other Lots and Blocks in the Draft Plan at a minimum front yard and 50% or more of roof areas are to drain towards the road allowance fronting the Lots or Blocks.	To be provided at final/detailed design.
30	The erosion control plan is to identify topsoil pile locations. Topsoil piles are not to be located within the flood zone for the Breslau Drain. The maximum height for topsoil piles is not to exceed 6.0 metres and side slopes are to be 3:1.	To be provided at final/detailed design.
31	Topsoil depth within the park is to be a minimum 300 mm to a maximum 450 mm. In addition to topsoil if any fill material is required for pre-grading the material is to be suitable clean fill compacted to 98% standard proctor.	Note, To be reviewed in final design. Note, surplus topsoil is often used to provide increased depths.
32	Existing drainage from the properties to the west of the subject lands that drain to the Draft Plan will need to be accommodated by the subdivision design. Swales along the westerly limits of the Draft Plan are to have a minimum gradient of 2.0%.	To be provided at final/detailed design.
33	Topsoil depth within road boulevards to be a minimum 400 mm.	To be provided at final/detailed design.
<i>Water</i>		
1	Extend the 450 mm dia. watermain east along the Future Ottawa Road allowance to Fountain Street North.	Agreed. To be provided at final/detailed design – assumed to be cost shared
2	Extend a 300 mm dia. watermain along Dolman Street from Woolwich Street South to Fountain Street North and extend a 300 mm dia. watermain along Street A from future Ottawa Street to Dolman Street.	Agreed. To be provided at final/detailed design – assumed to be cost shared
3	Extend the watermains from the Draft Plan and connect to the existing watermain system at all road stubs.	To be provided at final/detailed design.
4	The existing 300 mm dia. watermain on Menno Street east of Kennedy Road is to be relocated through the Draft Plan at the Developers cost. During the relocation of this existing watermain the Developer is to provide sufficient water volume and pressure for the operation of Conestoga Meat Packers located at 313 Menno Street.	Agreed – and is proposed. To be provided at final/detailed design.
5	The Developer is required to provide a water sample station (i.e. Test Tap with severe cold weather option) within the Draft Plan (i.e. south west limit of park Block 40).	To be provided at final/detailed design.
6	Provide a water service to the park block.	To be provided at final/detailed design.
7	The proposed water system is to be modeled using the Region of Waterloo model with results provided to the Township and Region. The development water system is to provide fire flow in accordance with F.U.S. standards.	Agreed – refer to separate IBI Group's Water Modelling report prepared in conjunction with the Region.
8	Provide age of water calculations ensuring that water age meets MECP requirements.	Refer to separate IBI Group's Water Modelling report prepared in conjunction with the Region.

9	Prior to the issuance of building permits for each Phase of the Draft Plan the Developer will be required to provide results from a fire flow test demonstrate that there is sufficient fire flow to satisfy the requirements of the Fire Underwriters Survey, along with certification form the design engineer, to the Township, demonstrating that the water system performs in accordance with and meets the water modeled results for that Phase	To be provided at final/detailed design.
10	Hydrants are to be located where possible at intersections and high points in the system and to be in accordance with the MECP and Region of Waterloo design guidelines (DGSSMS).	To be provided at final/detailed design.
11	Extension of the municipal water system is to be in accordance with Township standards, DGSSMS and OPS.	To be provided at final/detailed design.
<i>Sanitary</i>		
1	Dwg C3 – sanitary servicing catchment areas do not show the Breslau Properties site – focus area of the map is Empire Riverland.	The purpose of Drawing C3 was to help facilitate calculating the sanitary flows in the receiving existing sanitary system and demonstrate capacity – if the receiving sewers have capacity there will not be an internal subdivision issue. At final design, the subdivision’s internal sanitary sewers will be sized (predominantly the sewer size will be 200mm diameter).
2	Dwg C5 – it is unclear which way sanitary flows out of MH 57 at intersection of Street C and Dolman.	Inverts revised. Flows on Dolman remain on Dolman.
3	Dwg C5 – MH 48-2B Mader’s Lane sanitary option - this manhole is only 0.5m deep?	T/G corrected.
4	The Draft Plan is not permitted to register until the expansion upgrades to the Breslau Sanitary Pumping Station Wet Well have been completed and commissioned and operational.	Final Design/Approval issue.
5	The Developer is financially responsible for the extension of a 375 mm diameter sanitary sewer on Woolwich Street South to the future Ottawa Street road allowance and then eastward along the proposed Ottawa Street road allowance at Fountain Street through the Draft Plan.	Agreed – and is proposed. Final Design/Approval issue (assumed to be cost shared).
6	Revise the sanitary review and design sheets using 305 L/c/d and population per unit values in accordance with the Breslau Secondary Plan values.	Done – see revised FSR.
7	Provide modeling results that demonstrates that the existing sanitary sewer system downstream of the Draft Plan has sufficient capacity for the Draft Plan.	Done – see revised FSR.
8	The sanitary sewer on future Ottawa Street and Dolman Street are to be extended to the easterly limits within the Draft Plan.	Done – see revised FSR.
9	The Developer will be required to CCTV the sanitary and storm system including service laterals at the start of maintenance and prior to final acceptance of the systems.	Noted.
10	The design of the sanitary system is to utilize Infiltration prevention measures to ensure the sanitary system is not negatively impacted by groundwater.	To be provided at final/detailed design.
11	The sanitary sewer design is to be in accordance with DGSSMS (i.e. minimum gradient and velocity etc.).	To be provided at final/detailed design.
<i>Storm</i>		
1	Demonstrate how the Draft Plan will accommodate existing drainage patterns from the existing residential and ICI properties adjacent to the Draft Plan which includes the major and minor flows from the Cooper Crescent area and existing properties on Woolwich Street South Kennedy Road and Menno Street properties that drain through the Draft Plan.	See revised Drawing C4 and C6 (100 year storm pipe proposed with one way flap gate. More details will be provided at Final Design/Approval stage.
2	Provide a legal storm outlet to the Township for the major and minor flow routes from the proposed stormwater management facility in Block 52 and 53. These easements or Blocks are to facilitate minor and major storm flows, storm infrastructure and maintenance access with vehicle turnaround at the storm outlets. The legal outlet is to be in accordance with the Ontario Drainage Act (i.e. Section 2 and or Section 4).	Agreed – and is proposed. Final Design/Approval issue (assumed to be cost shared).
3	Existing drainage patterns for the north portion of Kennedy Road from the south leg of Cooper Crescent is not illustrated correctly in the Preliminary Stormwater Management Report or Functional Servicing Report. These lands drain to the north (Functional Servicing Plan C1) through the Draft Plan to the railway lands. Major and minor storm events for these existing external drainage areas are to be conveyed within Blocks or easements through the Draft Plan.	Corrected. See Point 1 this section.
4	What method of Stormwater Management controls will be implemented for proposed drainage catchment areas 202, 205, 207 and 208.	Refer to revised SWM report.
5	The proposed storm sewer system is to be extended to provide services to all Lots and Blocks within the Draft Plan.	Done.
6	The existing Cooper Crescent storm sewer system enters the Draft Plan west of the Proposed Kennedy Road connection. The Draft Plan storm sewer system and SWM facility are to incorporate the existing flows from the Cooper Crescent /	Done – see Point 1 this section.

	Kennedy Road storm sewer system including major overland flow routes. Figure 2 is to be revised to show the Cooper Crescent storm sewer catchment area that is to be conveyed through catchment area 201.	
7	The Cooper Crescent storm sewer system is at capacity and no additional flows from the Draft Plan are to be directed to this system.	No significant areas are discharged from the Draft Plan to Cooper Crescent.
8	The Draft Plan is to control all onsite water and sheet flow across adjacent properties is not permitted (i.e. existing residential properties to the west).	Only very small and insignificant vegetated areas of the rear yards will escape the subdivision storm system. It is not practical to intercept this stormwater and discharge it internally to the subdivision. Note, with the development of the subdivision, much less stormwater (and groundwater) will be discharged to Elroy Acres as it will be directed to the southern SWM pond (Block 53)..
9	The lands located in Catchment Area 205 is not permitted to flow across existing residential properties to the west. Demonstrate how this area will drain.	See Point 8 this section.
10	On Dwg C4 - The Cooper Crescent system is at capacity, and sheet flow from post-development catchment #205 crossing the property line to existing residential lots east of Kennedy Road is not recommended. Demonstrate how these rear yard swales adjacent to existing residential properties will drain (e.g. swale, storm sewer, subdrain to the top end of Breslau Drain 1). For the design of Breslau Drain 1, it will be helpful to know how the drainage west of Street A and east of Kennedy Road along the property line will be addressed and additional information needs to be provide (e.g. what outlet location and pipe depth is required, etc.). Based on Dwg C4, it appears the post-dev low-point is near 67 Kennedy Road – which is a northward shift since the exist low point is near 61 Kennedy Road. The Breslau Drain could be extended to an upstream limit at either location, and the Breslau Municipal Drain engineer will need to know where the location of the low point in the grading for these Lots / Blocks along the west limit of the Draft Plan.	See Point 8 this section.
11	The storm system is to provide for a minimum 15% residual capacity in the pipe.	To be provided at final/detailed design.
12	The storm sewer design is to be in accordance with DGSSMS (i.e. minimum gradient and velocity etc.).	To be provided at final/detailed design.
13	Storm easements widths for rear yard catch basins are to be in accordance with DGSSMS.	To be provided at final/detailed design.
<b>Stormwater Management</b>		
1	Provide a legal outlet for the stormwater management facilities including major overland flow routes. The outlet can be via easement or land dedicated free and clear to the Township. The outlet easement or block must be sized to accommodate the minor and major flows.	The proposed outlet routes are shown on Drawing C6.
2	Stormwater Management Blocks are to be sized to accommodate a suitable drying area for sediment removal from the forebays. The drying area is to be located adjacent to the forebays and the maintenance access road and have a maximum slope of 1.0 % draining towards the SWM facility.	To be provided at final/detailed design.
3	Provided a 4.0 metre wide maintenance access road / trail around the entire perimeter of the two Stormwater Management Blocks.	To be provided at final/detailed design.
4	Provide a 4.0 metre wide maintenance access road / trail around the PSW located in Block 60 with access to Street F between Block 43 and 44 and Street C via Block 65. These access Blocks are to be a minimum 6.0 metres wide.	Noted. To be provided at final/detailed design.
5	The Township utilizes the City of Kitchener Stormwater Management Aesthetic Design Guidelines.	Noted.
<b>Hydrogeological</b>		
1	See the Peer Review comments provided by K. Smart Associates Limited dated December 4, 2020.	Noted and Addressed under K. Smart comments.
2	The Township has received calls from properties on Woolwich Street South regarding concerns for their shallow wells. Demonstrate how the grading and stormwater management schemes will not negatively impact these existing shallow wells.	Addressed in the 2021 Addendum Report to Hydrogeological Investigation.
<b>Breslau Drain #1</b>		
1	Identify the Breslau Municipal Drain #1 boundary limits on the Draft Plan and for lands to the east and west of the Draft Plan.	Done
2	Identify the Municipal Drain alignment through the existing subdivision to the west and south of the Draft Plan.	Done
3	Identify the Lots and Blocks that will be subject to and included in the Breslau Municipal Dain Maintenance Schedules.	Done
4	The following be included in the Draft Plan Conditions  <i>“That confirmation be received from the Township that the maintenance schedule for any municipal drains in this area be updated to the satisfaction of the Township of Woolwich in accordance with Section 65 of the Drainage</i>	Noted.

	<i>Act, R.S.O. 1990, to show the new development and that the applicant will be responsible for all costs associated with this re-apportionment.”.</i>	
5	Section 78 report assessment property list is to be updated with the new lots prior to Registration of the respective Phase within the Draft Plan.	Noted. To be provided at final/detailed design.
<i>Additional Draft Plan Conditions for Consideration</i>		
1	That the Draft Plan of Subdivision be revised to include: 0.3 metre reserves along the daylight triangles and the flankages, as required, of all applicable Blocks.	Draft Plan has been revised.
2	That the Subdivision Agreement shall not be registered until all external infrastructure and services required for all or part of the Development are in place including but not limited to road improvements, municipal water supply and conveyance infrastructure and sewage treatment and waste water conveyance infrastructure and storm water conveyance and legal outlets and for the purpose of this condition services being in place means that the legal outlets and infrastructure exists and is operational to the satisfaction of the Township and that capacity in such infrastructure has been formally allocated by the Township for use in connection with the plan.	Noted. To be provided at final/detailed design.
3	The Development is to be staged or phased, and the staging/phasing and servicing of each stage/phase shall be to the satisfaction of the Township. For the purposes of this condition, the development of a stage/phase of the Development may proceed when the Township is satisfied that all of the external infrastructure/services for that stage/phase are in place, which means that the infrastructure exists and is operational to the satisfaction of the Township and that capacity in such infrastructure has been formally allocated by the Township for use in connection with the Development.	Noted. Staging plan provided. To be determined at final/detailed design.
4	The Development shall be developed on full municipal services, including sanitary sewers, municipal water, urban storm water management practices and urban roads; and, following receipt of notice from the Township that there are no appeals of the draft approval of the Subdivision, the Developer/Owner shall negotiate with the Township in the Subdivision Agreements financing arrangements which are satisfactory to the Township and under which all costs associated with the design and construction of any required infrastructure are to be paid for by the Developer/Owner, and to the satisfaction of the Township.	Noted. To be provided at final/detailed design.
5	The Subdivision Agreements shall include provisions that all easements and blocks required for utilities, servicing and drainage purposes, both internal and external to the Development, including any easement required to convey storm water to a legal outlet, shall be granted and conveyed by the Developer/Owner to the Township and/or other appropriate authorities free and clear of all encumbrances.	Noted. To be provided at final/detailed design.
6	That the Developer provide the necessary easements and/or street dedications to the Township for the extension of services from this subdivision to the limits of their property at such time as requested by the Township.	To be provided at final/detailed design.
7	That the road allowances, road widening, and daylighting triangles indicated in the draft plan of subdivision be dedicated as public highway at no cost to the Township, shall be constructed to the satisfaction of the Township and free and clear of all encumbrances.	Noted. Allowances, widenings and daylight triangles reflected on Draft Plan.
8	No earth moving, tree removal, grubbing activities and any other site works shall be undertaken on the Subject Lands until the Developer/Owner has entered into the Subdivision Agreements. No servicing of the Development or any other work will be permitted without the execution and registration of the Subdivision Agreements which includes provision for security and \$5.0 million public liability insurance, and all required provincial and agency approvals. This works prohibition excludes normal maintenance and those interim grading and servicing works which are specifically permitted by Pre-Servicing as noted in the Subdivision Agreement with the Township. In order for the Developer/Owner to undertake any interim grading and servicing works under such a Pre-Servicing as noted in the Subdivision Agreement, the following items must be addressed and/or provided to the satisfaction of the Township: <ul style="list-style-type: none"> <li>a. Archaeological Potential Report and Assessment and proof that it has been accepted by the Province;</li> <li>b. Detailed servicing, drainage and grading plan for the Subject Lands;</li> <li>c. Interim stormwater control plan for the Subject Lands;</li> <li>d. Erosion and sediment control plan for the Subject Lands;</li> <li>e. Public Works permit;</li> <li>f. Interim road care plan;</li> </ul>	Noted. To be provided at final/detailed design.

	<ul style="list-style-type: none"> <li>g. Haul Road Designation if materials are to be removed from the Subject Lands;</li> <li>h. Hydrogeological and geotechnical reports;</li> <li>i. Dust control plan;</li> <li>j. Securities to address and implement any necessary measures noted in the above plans and reports;</li> <li>k. Liability Insurance; and,</li> <li>l. Tree Inventory and Preservation Report.</li> </ul>	
9	That, prior to any interim grading and servicing works under Pre-Servicing as noted in the Subdivision Agreement under Condition 8, the Developer/Owner provides a full report on the archaeological significance of the Subject Lands and the Township is advised by letter from the Ontario Ministry of Tourism, Culture and Sport that the Ministry is satisfied and has no objection to the development of the plan of subdivision or to its final approval for registration. Even if there is no Pre-Servicing as noted in the Subdivision Agreement under Condition 8, this requirement will also be addressed in the Subdivision Agreements.	Noted. To be provided at final/detailed design.
10	Prior to any interim grading and servicing works under Pre-Servicing as noted in the Subdivision Agreement under Condition 8, the Developer/Owner provides a Tree Inventory and Preservation Report to the Township to the full satisfaction of the Township. Such comments must clearly establish what areas, if any, are to be protected from development, what areas are to be developed and what areas, if any, are to be reserved for new tree plantings. Even if there is no Pre-Servicing as noted in the Subdivision Agreement under Condition 8, this requirement will also be addressed in the Subdivision Agreements.	Noted. To be provided at final/detailed design.
11	The Subdivision Agreements shall satisfy all of the Township's requirements, financial and otherwise, concerning the provisions and installation of associated municipal works both within and external to the Subject Lands and may include but not limited to securing the works to be done by an irrevocable letter of credit and payment of municipal fees, development charges, road works, street lights, underground services, drainage works, storm water management, fencing, parkland development, landscaping and other matters that may be specified by the Township.	Noted. To be provided at final/detailed design.
12	<p>The Subdivision Agreements shall provide that, prior to any grading or construction on the Subject Lands and the final approval for registration of all or any part of the Subdivision, the Developer/Owner shall submit and obtain approval from the Township of the following plans and reports:</p> <ul style="list-style-type: none"> <li>a) A detailed stormwater management report in accordance with the 2003 Ministry of Environment Report entitled, "Stormwater Management Practices, Planning and Design Manual". It will also address the need to convey storm waters to a proper legal drainage outlet to the satisfaction of the Township;</li> <li>b) An erosion and siltation control plan must be prepared in accordance with the Greater Golden Horseshoe Area Conservation Authorities Erosion &amp; Sediment Control Guidelines for Urban Construction, dated December 2006;</li> <li>c) Detailed lot grading and drainage plans;</li> </ul>	Noted. To be provided at final/detailed design.
13	The Subdivision Agreements will include a requirement that the Developer/Owner shall ensure that no stockpiles of fill or any overland drainage patterns be altered on the west, east north and south sides of the total holdings within 30 meters of the property boundary unless otherwise approved by the Township. That all stockpiles shall be encircled with appropriate silt fence. The height of any stockpiles of fill shall not exceed 6 meters in height. Any stockpile with greater than a 2 to 1 slope shall be fenced, and the areas posted as dangerous.	Noted. To be provided at final/detailed design.
14	That the Subdivision Agreements shall require that the Developer/Owner is to maintain the site in a safe and satisfactory condition, free of debris, weeds and other such materials, until the plan is fully developed and the servicing is assumed by the Township as contemplated by the Subdivision Agreements.	Noted. To be provided at final/detailed design.
15	<p>The Subdivision Agreement shall provide that each offer of purchase of all or any part of the Development shall contain a caution to the purchaser of the following:</p> <ul style="list-style-type: none"> <li>a. That no alteration of the drainage plan for the property or surrounding properties is permitted without the express written approval of the Township;</li> <li>b. That no buildings or structures, including but not limited to any dwelling, accessory structure, fence, swimming pool, shall be erected on or over any easement required due to this Development; and</li> </ul>	Noted. To be provided at final/detailed design.

	<p>c. That the purchaser on occasion may be subject to noise, odour and dust due to the proximity of the nearby regional airport.</p> <p>d. That purchasers/tenants be advised that despite the inclusion of noise control features in the development and within the building units, sound levels due to increasing road traffic and the nearby airport may on occasions interfere with some activities of the dwelling occupants as the sound levels exceed the sound level limits of the Municipality and the Ministry of the Environment and Climate Change.</p>	
16	The Subdivision Agreements shall require that the Developer/Owner engage the services of a qualified Landscape Architect to develop a landscaping program to meet Township requirements as outlined in the Official Plan and for the landscaping of the Development, including lands within the municipal right of way, Servicing Corridor Block and Park Block. Any planting materials shall be of native species in accordance with the Township's Recommended Plant Species list.	Noted. To be provided prior to final approval.
17	The Subdivision Agreement shall include language to ensure that the Developer/Owner is responsible for the decommissioning of any boreholes drilled on the Development as part of a hydrogeological investigation, or for any other subsurface investigation and for decommissioning any wells located on the Development in accordance with the requirements of the Ontario Water Resources Act and Ministry of the Environment guidelines; and for any additional steps as may be required in order to obtain and forward to the Township a certificate of a licensed Professional Engineer certifying such decommissioning has been done on the Development.	Noted. To be provided prior to final approval.
18	The Subdivision Agreements shall provide for the Developer/Owner's consent to the Township, at its sole discretion, employing the services of a peer review consultant to review the Stormwater Management Report, Hydrogeological Reports and Traffic Impact Study and all reports along with all engineering drawings related to infrastructure and transportation systems relating to the Development (including fencing), and possible off-site impacts related to such infrastructure and the transportation systems on the surrounding neighbourhoods. At the time of the execution of the Subdivision Agreements, the Developer/Owner shall pay any and all such peer review costs incurred by the Township to that date and, in the Subdivision Agreements, the Developer/Owner shall commit to paying all such peer review costs incurred by the Township thereafter. In connection with these peer reviews, the Township will provide the Developer/Owner with a schedule of peer review consultant rates and sufficient billing details for each peer review task.	Noted.
19	<p>The Development Agreements shall include the requirements of the Township, in consultation with the GRCA where appropriate, be satisfied prior to registration and final approval of all or any part or all of the Subdivision. To this end, the following matters are to be addressed:</p> <p>a. That the Developer/Owner installs trees at a minimum of 1 tree per lot frontage and 2 trees per lot flankage, being 50mm in caliper DBH, and of a native species as listed in the Township's Recommended Plant Species List, to the satisfaction of the Township.</p> <p>b. That the Developer/Owner, be required to reconstruct all roads to the satisfaction of the Township of Woolwich if installing underground services. The cost of the rehabilitation of the roads and the installation of services beyond those which are accounted for in the Development Charges Background Study or in the Breslau Municipal Drain Report, will be the sole financial responsibility of the Developer</p> <p>c. The Developer/Owner is to pay, for and install street lighting that is to be located along the proposed streets and external existing streets, as required and to the satisfaction of the Township.</p> <p>d. The Developer/Owner will be required to regrade the frontages of the Subject Lands to ensure that a sight distance consistent with the TAC Manual is provided and to allow for proper road drainage.</p> <p>e. The Developer will prepare a final sight line analysis for the street connections to Woolwich Street South, to the satisfaction of the Township.</p> <p>f. Relocation of any existing infrastructure, such as but not limited to, hydro poles and telecommunications pedestals, shall be at the expense of the Developer/Owner.</p> <p>g. The Developer/Owner will be required to provide and install underground services (including the burial of existing hydro services or new hydro services required for the development) to the satisfaction of the Township.</p> <p>h. The Developer/Owner, shall be required to undertake any road upgrades on Woolwich Street South and Fountain Street North along the subdivision frontage that may be required by the Township and or Region as a result of this</p>	Noted. To be provided prior to final approval.

	<p>development, including but not limited to reconstruction, urbanization, curbing, storm sewers and appurtenances, additional turn lanes, sidewalk, pedestrian crossing/crossovers, boulevard features, drainage features, intersection improvements, signalization and/or widening all at the Developer's sole cost and to the satisfaction of the Township.</p> <ul style="list-style-type: none"> <li>i. The Geotechnical Investigation shall encompass all of the subject property and be to the satisfaction of the Township.</li> <li>j. The Hydrogeological Investigation shall encompass all of the Subject Lands and shall be acceptable to the Township, in consultation with the Ministry of the Environment and Climate Change.</li> <li>k. The Developer/Owner will provide to the Region a request for a water distribution system model update demonstrating that there is adequate water supply and pressure for fire protection and potable water to accommodate the Development, at the Developer's sole expense.</li> <li>l. That as part of Phase 1, the construction of future Ottawa Street corridor from Woolwich Street South to Fountain Street North shall be completed to the satisfaction of the Township.</li> <li>m. That prior to the registration of the Phases adjacent to the existing residential lands to the west and north of the subject lands, that the final design of all grading, road allowance alignment, infrastructure and servicing be completed between the two developments to ensure compatibility and shall be completed to the satisfaction of the Township.</li> <li>n. That prior to registration of any Phase of the Plan that the Developer/Owner provide documentation to the Township that approvals and agreements are in place and agreement has been executed, for the legal outlet of stormwater on all applicable external lands, to the satisfaction of the Township.</li> <li>o. The Developer/Owner shall design and construct to Township standards: <ul style="list-style-type: none"> <li>a. All on-site storm water management systems, including a legal outlet for storm water; and,</li> <li>b. all on-site and off-site sewage conveyance systems; and,</li> <li>c. all on-site and off-site water supply and conveyance system facilities,</li> </ul> </li> </ul> <p>capable of servicing the Development. In the Subdivision Agreements the Developer/Owner will agree to pay for and to post security to cover the cost of all maintenance and repairs of such facilities until the expiration of all maintenance periods provided for in the Subdivision Agreements and until such facilities are accepted and assumed by the Township under the terms of the Subdivision Agreements. If necessary, as determined by the Township, the Township will install, operate, maintain some or all of such facilities services at the Developer/Owner's cost and if this is necessary the Developer/Owner will enter into a contract and/or some other appropriate agreement with the Township for this purpose until such facilities are accepted and assumed by the Township under the terms of the Subdivision Agreements.</p> <ul style="list-style-type: none"> <li>p. he Developer/Owner shall be responsible for providing the Township with the necessary data, in a format required by the Township, to ensure compliance with PSAB 3150.</li> <li>q. Approval of the drawings for the Subdivision shall be in accordance with this Schedule and the draft conditions of approval of the Subdivision and such requirement shall be included in the Subdivision Agreements and shall be consistent with the Township's development and engineering standards and good engineering practices.</li> </ul>	
20	The Subdivision Agreements shall require the Developer/Owner to deposit Mylars and digital copies of the Plan of Subdivision, to the satisfaction of the Township. The digital copies shall be submitted in ESRI compatible format, such as shapefile or file geodatabase.	Noted.
21	Prior to the final registration of all or any part of the Subdivision, the Developer/Owner's surveyor shall submit to the Township horizontal co-ordinates of all boundary monuments for the approved Subdivision, and a minimum of four (4) geodetic benchmark monuments to the satisfaction of the Township.	Noted.
22	At any time prior to final approval of the Subdivision, the Township may ask for additional information or material that the Township may consider it needs.	Noted.
23	Township Development Charges and Surcharges are payable in accordance with the applicable Township Development Charges By-Law, as amended from time to time.	Noted.

24	The Subdivision Agreements shall provide that, at any time and from time to time prior to final approval of the Subdivision and specifically at the time of registration of the Subdivision, the Developer/Owner shall provide proof to the Township that the requirements of the Environmental Protection Act have been complied with.	Noted.
25	The Developer/Owner shall install proper signage and fencing in the Park Blocks and Stormwater Management Blocks, in accordance with the Development and Engineering Standards for the Township of Woolwich and the construction, grading and seeding of the park must be to the satisfaction of the Township.	Noted. Detailed design to be provided prior to final approval.
26	That the Developer/Owner install minimum of a 1.5 meter high galvanized, black vinyl coated chain-link fence or as approved by the Township, on either side of walkway Blocks, perimeter of stormwater management and park Blocks (as determined by the Township) as well as applicable signage, to the satisfaction of the Development Services and Recreation and Facility Services Departments.	Noted. Detailed design to be provided prior to final approval.
27	The Subdivision Agreements shall include the requirements of the Recreation and Facilities Services Division be satisfied prior to registration and final approval of all or any part of the subdivision. A warning clause shall be included in the Subdivision Agreement advising the occupants of the lots adjoin the Park Block of the potential conflicts due to the active park. Furthermore, no access gate shall be permitted from the lots to the Park Blocks.	Noted. Detailed design and subdivision agreement to be provided prior to final approval.
28	That the Developer/Owner shall provide a Parking Plan for each Phase/Stage of the subdivision to the Township for approval prior to the final registration of any part of the plan.	Noted. Parking Plan to be provided prior to final approval.
<b>K.Smart Associated Peer Review (letter dated December 4, 2020)</b>		
<b>A. Geotechnical Investigation Report</b>		
1	Section 2.0 Fieldwork - Language and dates in this section do not reference the third round of fieldwork conducted in March 2017 for the boreholes on Walden lands.	Noted. The Borehole Logs and the Hydrogeological Investigation Report have the correct date of the Walden Boreholes.
2	Section 6.0 Discussion and Recommendations - Perched groundwater conditions are noted and "french drains" mentioned as being potentially feasible. Language should be strengthened to indicate that measures to address seasonally high groundwater elevations must be incorporated during detailed design of site grading and servicing to ensure: appropriate separation between new basements and the water table without worsening the high groundwater conditions for properties in the vicinity.	Noted. The Geotechnical Report correctly mentioned that French Drains are a feasible method to control shallow groundwater in some circumstances. Agreed, any such measures incorporated during final design would consider both the appropriate separation distance between basements and water table and the impact to the water table on neighbouring properties. This is also addressed in the Hydrogeological Investigation Report (2019) and the 2021 Addendum Report to Hydrogeological Investigation.
<b>B. Hydrogeological Investigation Report</b>		
1	Section 3.1 Land Use, Topography, Drainage & Wetland Features a) Note that the flow path meandering through the northwest corner of catchment 101 receives offsite runoff from a storm sewer system that serves the Cooper Crescent residential area to the south.	Addressed in the 2021 Addendum Report to Hydrogeological Investigation.
2	Section 4.3 Private Wells a) Previous experience re. the impact of development on private wells in Breslau is referenced on page 13 of the report. Figure 5 shows a cluster of private dug wells along Woolwich Street between Dolman Street and Berlin Street. On Figure 5, please add a "recharge/influence zone" around these wells.	Addressed in the 2021 Addendum Report to Hydrogeological Investigation.
3	Section 4.4.1 North Catchments and Hopewell Creek a) Report indicates post-development infiltration at Stormwater Pond 'A' will "maintain or enhance" groundwater discharge to Hopewell Creek and shallow dug wells northwest of the site. What are the street addresses for the private dug wells that are situated downgradient of infiltration from Pond A?	Addressed in the 2021 Addendum Report to Hydrogeological Investigation.
4	Section 4.4.2 Central-East Catchment and Central Wetland a. 1st paragraph: Clarify that the existing wetland tile will not be eliminated, but will be replaced using a new pipe with the same inlet elevation and re-directed to new storm sewers leading south to Stormwater Pond 'B.' Will maintenance of the existing water table west of the central wetland have an adverse effect on the integrity of the engineered fill proposed for this area? b. 2nd paragraph: In addition to groundwater coming from east of Fountain Street, there is also a pair of 900mm diameter surface water culverts that convey runoff from a 4.8 hectare catchment east of Fountain Street to the Central Wetland. Was surface runoff from this external watershed accounted for in the water balance for the Central Wetland? Figure 3 does not show this surface runoff connection due to the twin 900mm culverts.	a. The existing wetland tile <u>will</u> be removed and replaced with a new pipe of similar elevation but shorter length and connected to the stormsewer, as described. The water table west of the wetland is not expected to vary from that characterized in the Hydrogeological Investigation Report and no effect is anticipated to the engineered fill, which will all be well above the water table elevation in this area. b. Noted. IBI Group has corrected this in the SWM report. The effect on the wetland water balance is addressed in the 2021 Addendum Report to Hydrogeological Investigation. c. The quantity of water directed to the perimeter of the Central Wetland has been calculated to match the pre-development quantity estimates and these are updated in the 2021 Addendum Report to Hydrogeological Investigation. The details of the perimeter system will be provided during Final Design. It is noted that, the key feature of the design is the overflow tile. By maintaining the same elevation, the tile

	<p>c. 3rd paragraph: If the enhanced infiltration facility around Central Wetland (illustrated on Figure 11) is constructed, will a corresponding “intercepting” facility (subdrains, etc.) be required, perhaps under Street A, to ensure the enhanced infiltration facility does not admit more volume to the shallow groundwater pathway leading westward into Elroy Acres, along the D – D’ cross-section shown on Figures 4 and 9?</p> <p>d. 4th paragraph: Note the proposed storm sewer elevation along the D-D’ cross-section under Street A appears to be approximately 2m higher than the east-to-west shallow groundwater pathway. When subdrain locations and depths are determined during final engineering design, storm sewer elevations should be lowered as needed.</p>	<p>will continue to control the water level in the wetland and respond proportionally to any possible increased flows to the wetland (i.e. the tile will direct increased flow to the storm sewer). The tile will also control groundwater levels to the west. Additional engineering measures to control groundwater levels in this area will be considered during Final Design, but must balance both the desire to not increase groundwater flows toward Elroy Estates, but also maintain groundwater flows toward shallow dug wells located further downgradient of Elroy Estates along Woolwich St.</p> <p>d) Noted. There is no plan to use the storm sewer and subdrains in this area to actively drain groundwater for the reasons stated above (private wells). The Region Source Water Protection Group has also requested this not be done.</p>
<p><i>C. Preliminary Stormwater Management Report</i></p>		
1	<p>There is an existing storm sewer system from the Cooper Crescent neighbourhood that discharges into the ditch in the area of Block 3/Dolman Street in Catchment 201. This stormwater must be collected and conveyed through site and shown on the drawings. Responsibility and access for maintenance of this system, by way of existing or new easements, etc. needs to be clarified with the Township.</p>	<p>Noted. See revised Drawing C4 and C6 (100 year storm pipe proposed with one way flap gate). More details will be provided at Final Design/Approval stage.</p>
2	<p>Stormwater Pond A is proposed as a dry pond with infiltration. The pond bottom is proposed to be 313.0. However, the groundwater water table elevations shown on the Functional Grading Plan indicate a water table elevation above that at the south east and north east corners of the pond. Minimum separation between an infiltration pond bottom and the seasonally high water table is to be 1m. Why was a dry pond design selected? How will 1m of separation from the water table be provided?</p>	<p>The high water table elevation is approximately 313m at the eastern edge of the pond. However, the water elevation quickly drops to 311 at the centre of the pond block and continues to drop toward the west. Sufficient groundwater separation is available to allow for infiltration of stormwater.</p>
3	<p>The SWM report states that the overflow weir for SWM pond A will provide emergency outflow for storms in excess of the 100-year storm event, however, the 100-year water level in Pond A (as shown in Table 4) is higher than the weir elevation of 314.70.</p>	<p>The configuration of the outlet will be provided at final design. Typically the minor flows are orifice controlled and the major flows are controlled using an overflow structures (e.g., ditch inlet catch basins). For flows greater than the 100 year storm would be routed over a spillway in the pond berm.</p>
4	<p>Is there a legal outlet for runoff from the north-draining Catchment 201? Written confirmation of an agreement with the railroad to discharge Pond A to the railroad property is required. In lieu of an agreement, a municipal drain established under the Drainage Act may be used to incorporate or improve the existing conveyance system as needed across the multiple properties between Pond A and Hopewell Creek.</p>	<p>The site drains to an existing ditch, which drain west and then north through a culvert under the railway tracks. Flows then enter a storm sewer within an easement, which the outlets to Hopewell Creek to the north. Further discussions with the Township will be undertaken to confirm the easement requirements.</p>
5	<p>The stormwater functional servicing drawing does not show any proposed storm sewers for the Dolman Street Extension between Woolwich and STM MH70. Final design for SWM Pond A needs to account for contributions from the Dolman Street Extension.</p>	<p>The extension will be designed to drain to Woolwich Street.</p>
6	<p>The Stage Storage Discharge Calculations for SWM Pond A and B show 0 flow through Orifice #1 once the water level reaches the invert of Orifice #2. Please confirm the outlet configuration.</p>	<p>The configuration of the outlet will be provided at final design. Typically the minor flows are orifice controlled and the major flows are controlled using an overflow structures (e.g., ditch inlet catch basins). For flows greater than the 100 year storm would be routed over a spillway in the pond berm. If the orifice controls are in-line, the downstream orifice would control and the smaller upstream orifice would no longer provide any flow control.</p>
7	<p>The Orifice #2 invert information shown above the in the Stage Storage Discharge Table for SWM Pond A and B do not match the values used in the calculations.</p>	<p>The stage-storage-discharge calculations and Visual OTTHYMO model have been updated.</p>
8	<p>The SWM report refers to preliminary outlet configurations shown on the preliminary engineering drawings. However, no outlet details are shown on the drawings.</p>	<p>The configuration of the outlet will be provided at final design.</p>
9	<p>The peak discharges shown in Table 3 do not match the Otthymo model results.</p>	<p>The Visual OTTHYMO model and SWM Report have been updated.</p>
10	<p>SWM Pond B is to be designed as a wetland facility, with an outlet at 312.00. That would mean the permanent pool is located below that depth. The water table elevations in the area appear to be around 311.80. Will there be an impact to groundwater quality if the SWM Pond is hydraulically connected to the groundwater table?</p>	<p>Interaction with groundwater will be addressed at detailed design in consultation with the Geotechnical Engineer. It is expected that a liner will be required for the pond permanent pool.</p>
11	<p>The west draining area under Existing Conditions (103) is much larger than the west draining area under Proposed Conditions (205), which does result in a reduction in peak flows. However, the final grading and drainage design should consider provisions to direct all the roofwater toward new roads to further minimize any impact to the existing adjacent residential lands. As well, please identify the flow path(s) across the existing lots along Kennedy to ensure that water from new lots will not be trapped in the rear yards of existing lots.</p>	<p>As part of the revised water balance calculations, roof runoff will be directed to an infiltration facility to be located in Block 53 (north of SWM pond B). If necessary, infiltration swales can be installed at the rear of the new lots to ensure that no trapped water is present.</p>

12	Quality Control for North Draining Area – How will the three OGS units be installed? In series or in parallel? If they are installed in series, each unit will not achieve the 71% removal rate indicated by the sizing program, as the flows will be higher and sediment will get re-suspended and washed through the unit. Typical treatment requirement is 80%. If they are installed in parallel, how will the flow be split evenly to each unit?	The units will be installed in parallel using a flow splitter manhole. Alternatively, a custom single unit may be specified at final design.
13	Demonstrate how the treatment train approach will provide an enhanced level of protection. (ie. what level of removal is achieved by each stage in the treatment train?)	The units should provide a minimum of 70% TSS removal, and the infiltration in the SWM pond Block will provide additional treatment to a minimum total level of 80% TSS removal.
14	There is a catchment area east of Fountain Street that is connected to the central wetland area via road culverts. This area should be considered in the SWM analysis.	This area has been included as Catchment 100 in the SWM analysis.
15	SWM Pond B – the calculated forebay length of 90 m does not seem to match what is shown on the drawings. The forebay length calculations currently use 2 as the length to width ratio. The calculations should be confirmed using the actual length to width ratio.	The exact configuration of the SWM ponds will be provided at detailed design. Flow lengths and dimensions have been provided in the revised Preliminary SWM Report.
16	The major overland flow route for the south draining area should direct the major storm into the main part of Pond B, bypassing the forebay to avoid re-suspension of sediment.	The exact configuration of the SWM ponds will be provided at detailed design. The design will include an overland flow route along the north side of the pond so that major flows will bypass the forebay.
17	Confirm that the major storm overflow from the wetland to Fountain Street drainage corridor would drain south. Substantial regrading of the road ditch may be required.	The engineering drawings show the grading along the west side of Fountain Street to accommodate an overland flow path to the south.
18	SWM Design for several areas (Catchment 202, Catchment 207) are shown to be confirmed at final design. Need to determine SWM for Catchment 202 at this stage, with consideration of comments in Section 4.4.1 of hydrogeotechnical report re. Catchment 202). SWM for Catchment 207 is subject to other studies (Breslau Drain 1 and Ottawa Street EA) and can be determined during final design.	A stormwater management pond block has been provided south of the Ottawa Street corridor for Catchments 207, 208, and 209. The design of the development within Area 202 is not known at this. However, stormwater management will be provided on site (quantity, quality, infiltration).
19	Storm Sewer Design Sheets <ul style="list-style-type: none"> <li>a. The runoff coefficients used in the storm sewer design should remain consistent. Mixed use/apartment areas should use 0.9, townhouse blocks should use 0.60, and detached dwellings should use 0.5. Note that consideration to lot coverage should be given when selecting the runoff coefficients.</li> <li>b. The structure number on Menno Street does not match the structure numbers on the drawing. Similarly, the wetland outlet pipe size differs from the drawings to the design sheets.</li> </ul>	Corrected.
<i>D. Transportation Impact Study and Response to Agency Comments</i>		
1	The continuation of existing Menno Street to Fountain Street is not shown and the future Ottawa Street Extension between Woolwich Street and Fountain Street is shown on Figure 2.1 - Existing Lane Configurations.	Please see attached corrected Figure 2.1
2	Site Generated Traffic Volumes AM and PM - please add the applicable year to the titles of Figure 1 and Figure 2 in the Nov 2020 Response Package (these were Figures 3.2 and 3.3 in the May 2020 TIS).	Section 4 of the TIS notes that full buildout year for the Plan of Subdivision is forecast to be 2031. The Figure 1 and Figure 2 have the same horizon year as Figures 3.2 and 3.3 (also 2031)).
3	We note the projected east/west volumes using the proposed Scarlett Street connection are: <ul style="list-style-type: none"> <li>• Site generated volumes: AM east is 2, west is 6 and for PM east is 6, west is 4</li> <li>• 2031 forecast: AM east is 2, west is 6 and for PM east is 6, west is 4</li> <li>• 2036 forecast: AM east is 2, west is 6 and for PM east is 6, west is 4</li> </ul> Since there is no change between 2031 and 2036, please confirm the numbers summarized above are correct.	There is no change in the forecast volumes between 2031 and 2036 as the area is fully built out by 2031 and these streets only serve local traffic.
4	We note the study scope did not include the Kennedy/Dolman intersection or the Kennedy/Menno intersection. However, concerns were raised about increased traffic at the public meeting. What are the existing and projected (2031 and 2036) volumes on Kennedy and how do those projections compare to the capacity of Kennedy?	In the November 2020 response package (attached) we reviewed the forecast volumes of Elroy Road and concluded that it will fall well below the threshold value identified by TAC for local streets. Given Kennedy Road's location in the next and that the subdivision will add little traffic to it, it would also be our opinion that Kennedy Road would experience volumes far below the threshold limit for a local street.
5	Peak traffic volumes to Woolwich Street seem low considering the presence of two schools west of Woolwich Street.	Can the reviewer please clarify the intent of this comment? Assuming it is related to driving children to school, the November 2020 response package noted that the majority of the subdivision schools falls within the Board of Education's walking distance criteria. As such we expect most children will travel on foot to school. It remains the position of the applicant that they support active transportation and look for opportunities to partner with the Township to promote same.
6	Traffic volume Figures 1 to 6 in the November 2020 Agency Response package do not forecast any traffic on Ottawa Street west of Woolwich Street. It is labeled driveway. However, school construction is underway at the present time and this will	Section 4.1.1 of the TIS identifies the developments that were considered in developing the background traffic forecasts. These include the Empire development noted as it is reflected in the RMOW planning

<p>be a street within the time horizon of the study. Traffic counts from the TIS for Empire Riverland are available and should be included in these traffic volume Figures 1 to 6.</p>	<p>model. The volume expected from this development has therefore been included in the background forecasts. The TIS reports for the Empire development and the new school were not provided by the Township at the pre-study consultation. Please provide us a copy of each so that we may review and respond accordingly.</p>
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<b>Region of Waterloo – Post Circulation Comments</b>	
<b>October 30, 2020</b>	
	<i>Response</i>
<b>Delegated Authorities</b>	
<i>Enbridge</i>	
<p>1 Enbridge advised in their email of June 18, 2020 that, as a condition of draft plan approval, the Owner/Developer will need to provide Enbridge with the necessary easements and/or agreements for the provision of gas services to this plan, in a form satisfactory to Enbridge.</p>	<p>Noted. Detailed design to be provided prior to final approval.</p>
<i>Telus</i>	
<p>1 Telus advises that that Telus has cable in 360 Network/Global Telecom (360/GT)'s leased ducts and vaults, close to the subject lands, along the railway tracks. Telus recommends contacting 360/GT to verify whether there are any concerns. The proponent can contact Gelena Rahmani (Netricom Inc.), 200 Town Centre Blvd, Suite 300, Markham, ON, L3R 8G5, Tel: 905-470-2112 ext.40265, e-mail GT.moc@telecon.ca</p>	<p>Noted. Detailed design to be provided prior to final approval.</p>
<i>Waterloo Region District School Board</i>	
<p>1 [...] the subdivision agreement between the Owner/Developer and the Township will include a notification to purchasers of residential units and/or renters of the same in the event that students cannot all be accommodated at the local public school, by inserting the following clause in all offers of Purchase and Sale/Lease, and that this remain on title to the property/unit for heirs, successors and assigns:</p> <p><i>“Whereas the Waterloo Region District School Board may designate this parcel of land as a Development Area for the purposes of school accommodation, and despite the best efforts of the Board, sufficient accommodation 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.”</i></p>	<p>Noted. Draft Subdivision Agreement to be provided prior to final approval.</p>
<i>Waterloo Region Catholic District School Board</i>	
<p>1 The WCDSB does not object to the applications filed by the Owner/Developer of the above captioned development, however, have concerns specifically about roadway design and community connectivity for pedestrians.</p>	<p>Noted.</p>
<p>2 A new Catholic elementary school is currently under construction in Breslau on Starlight Avenue. The school is expected to open to students in September 2021. Currently students from Breslau are bussed to Maryhill to attend St. Boniface School; however, ensuring a walkable centrally located school in Breslau was a key consideration for the Board when choosing to re-locate the school. Accordingly, ensuring that the future population of the proposed development has safe opportunities to get to school, which support active transportation versus reliance on personal vehicles, is a key lens for the review of this application.</p>	<p>[As per November 11, 2020 letter]</p> <p>The owners and project team are aware of the Board’s plans and fully support walkable/integrated communities. The new school is located within 1.0 kilometre (a 12-15-minute walk) of the entirety of the proposed Draft Plan of Subdivision. Given current Board policies regarding bussing means that Grade 4 students living in the Breslau East area will not require bus transportation, though some primary students (JK to Grade 3) may require it. The Draft Plan of subdivision will promote a high amount of integration with the existing community through a new collector road connection via an extension of existing Dolman Street, a local street connection to Scarlett Road and an extension of Menno Street as a collector road into the subdivision. Further, pedestrians within the subdivision will be protected by re-aligning Township Road 80 (an arterial road) to a future Ottawa Street forming the southerly edge of the community rather than the current connection to Menno Street which bisects the existing community.</p> <p>Within the Draft Plan of subdivision, sidewalks will be provided on both sides of all streets (except within condo blocks and on cul-de-sacs) promoting a highly walkable community.</p>

<p>3</p>	<p>The WCDSB recognizes that the proposed road design permits for the new community to have multiple connections through to Woolwich Street, which will be helpful for dispersing vehicular traffic and promoting permeability from the existing community. The extension of both Ottawa Street and Dolman Street will create arterial road conditions through this new neighbourhood and the treatment of the intersections of these respective streets with Woolwich Street need to consider the implications on pedestrian traffic.</p>	<p>[As per November 11, 2020 letter]  Dolman Street will not be classed as an arterial road. Forecast traffic volumes to 2036 with full development of the Breslau East community, implementation of the East side Connector, full development of the Thomasfield lands and mature all-day two-way GO service to the Breslau Station, indicate that the forecast traffic on Dolman Street will be less than 4,500 vehicles per day which is within collector road volumes as classed by TAC. Further, the segment between Woolwich Street and Street A is forecast to experience substantially less traffic. The intersection of Dolman Street and Woolwich Street currently operates under all-way stop control (AWSC) and this is expected to continue to 2036. The pedestrian crossing of Woolwich Street at Dolman Street is also a school crossing and operates with an adult crossing guard. There is no indication that this will change in the future. Dolman Street will have sidewalks provided on both sides, throughout its length from Woolwich Street to Fountain Street.</p> <p>The design, location and role of future Ottawa Street is currently subject to a Municipal Class EA. These comments will be sent to the project team leading that study to ensure they are reviewed in that process. Forecast traffic volumes for future realigned Ottawa Street do not justify enhanced traffic control at Woolwich Street under the Ontario Traffic Manual requirements. Forecast traffic volumes to 2036 with the development assumptions above suggest maximum daily traffic volumes of 3,100 vpd near Fountain Street and about 1,000 vpd near Woolwich Street. Thus to 2036, the realigned Ottawa Street, within the village of Breslau, is anticipated to function more in the realm of a Collector Road. The current Region of Waterloo Transportation Master Plan does not identify the extension of Ottawa Street easterly across the Grand River prior to 2041 and will be subject to future study, including a Municipal Class EA.</p> <p>The realignment of future Ottawa Street directs traffic away from the existing community on the east side of Woolwich street. Volume forecasts indicate a substantial reduction on the existing Menno Street as a result.</p>
<p>4</p>	<p>The WCDSB notes that at the intersection of Dolman Street and Woolwich Street there is no signalization recommended and there are multiple left turn lanes recommended for all approaches. The WCDSB is concerned that this intersection design will not promote a safe crossing for pedestrian school traffic. Drivers will be looking for the fastest route to Fountain Street or Highway 7 and additional lanes of traffic including left turn lanes will speed up movements and introduce additional conflict points at Dolman/Woolwich.</p>	<p>[As per November 11, 2020 letter]  No left-turn lanes are recommended, or warranted, on Dolman Street at Woolwich Street. They are warranted and recommended on Woolwich Street at Dolman Street. With the future implementation of Highway 7 New, there will be an extension of Fountain Street northerly to meet with a realigned Woolwich Street and an all-direction interchange with Highway 7 New. Fountain Street is planned to be widened to a 4-lane cross-section to accommodate future traffic demand. (attached) Woolwich Street is forecast to see a reduction in through traffic as Fountain Street will become the major Regional arterial road linking the Cambridge industrial basin to Highway 7 (new). The intersection of Dolman Street and Woolwich Street currently operates under AWSC and this is expected to continue to 2036. The pedestrian crossing of Woolwich Street at Dolman Street is also a school crossing and operates with an adult crossing guard. There is no indication that this will change in the future.</p>
<p>5</p>	<p>Similar concerns exist at the intersection of Menno Street and Woolwich Street South. It should be anticipated that pedestrian school traffic will use the Scarlett Road and Menno Street connections to the existing community to travel westwards. There is no pedestrian infrastructure on these existing streets, and as such, students will be forced to travel on the road. There is also a notable absence of sidewalks along the east side of Woolwich Street South, the addition of which would help facilitate a safe route to the schools located to the west.</p>	<p>[As per November 11, 2020 letter] We agree that Scarlett/Elroy and Menno streets will provide important pedestrian linkages to Woolwich Street. To make use of the existing sidewalk on the west side of Woolwich Street, pedestrians must therefore cross Woolwich Street. This movement will also be required to access the new Catholic School and the existing Public School and Community Centre. The section of Woolwich Street is a “Community Safety Zone” with a posted speed of 40 km/h. Forecast traffic volumes at the 2036 horizon indicate that Woolwich Street volumes will fall between 3,800 and 4,400 vpd or within the range of a neighbourhood collector street, rather than arterial as it is classed in the Township Official Plan.</p> <p>Based on the OTM Book 15 decision matrix (attached), the Elroy and Menno Street Crossings might be candidate locations for a pedestrian crossing given elementary students account for 2x other pedestrians. (Figure 2)</p>

		We support the notion that the Township continue to monitor pedestrian and traffic levels at these crossings to consider the implementation of Level 2 Type D crossings. (Table 7)
6	The WCSDB recommends that the active transportation needs of this future population be better accommodated to ensure that the proposed development and associated upgrades beyond the limits of the development support access to schools and other public service and recreation facilities elsewhere in the village. WCSDB also suggests that the TIS consider the implications of the proposed roundabouts on the safe movement of pedestrians through and beyond this plan. Any design for roundabouts should prioritize the safe movement of active users such as pedestrians and cyclists.	[As per November 11, 2020 letter] No roundabouts have been recommended in the TIS. Neighbourhood traffic circles are proposed along Street A, within the Draft Plan of Subdivision. We disagree with the statement that "...roundabouts don't generally promote a safe condition for pedestrians.". There is ample empirical evidence to support the notion that roundabouts a safer than traditional intersections for pedestrians, including research conducted in the Region of Waterloo. Attached are papers that review pedestrian safety at roundabouts.
7	Regional staff have been in contact with the proponent's transportation consultant regarding WCSDB's comments and understand that a revised TIS is currently being prepared to address the school board's concerns. Please provide the revised TIS to Regional staff for review at your earliest convenience.	WCSDB comments have been addressed in November 11, 2020 letter. In our opinion, the TIS does not require an update.
8	In addition, the following will be included as conditions of draft approval: <ul style="list-style-type: none"> <li>a. That Education Development Charges shall be collected prior to the issuance of a building permit(s).</li> <li>b. That the Owner/Developer and the Waterloo Catholic District School Board reach an agreement regarding the supply and erection of a sign (at the Owner/Developer's expense and according to the Board's specifications) affixed to the development sign advising prospective residents about schools in the area.</li> <li>c. That the subdivision agreement contains the following wording to advise all purchasers of residential units and/or renters of same, by inserting the following clause in all offers of Purchase and Sale/Lease:  <i>"In order to limit liability, public school buses operated by the Student Transportation Services of Waterloo Region (STSWR), or its assigns or successors, will not travel on privately owned or maintained right-of-ways to pick up students, and potential busing students will be required to meet the bus at a congregated bus pick-up point.</i> </li> </ul>	Noted.
<i>Grand River Conservation Authority (letter dated July 9, 2020)</i>		
<i>General</i>		
1	The Ottawa Street Extension Integrated Class EA is not complete, and it will influence the south portion of the subdivision. We provided comments on the Class EA in a letter dated January 17, 2020, and we expect those comments to be addressed in tandem with the comments below.	Noted.
2	We reviewed and provided advisory comments on the Preliminary Report for Breslau Drain 1 (K.Smart Associates, November 25, 2019), filed pursuant to Section 10 of the Drainage Act. Section 3.9 of the Planning Justification Report focuses on improvements to the 'Upper Main Drain'. There are also potential ramifications from proposed improvements to the 'Lower Main Drain', and these are inherently tied to the Ottawa Street Extension Integrated Class EA. We note that K. Smart only completed modelling work for rainfall events between the 2-and 100-year storms. The proposed Ottawa Street Extension and subdivision must address potential flooding hazards and applicable GRCA policies based on a Regulatory Storm.	Once the Regulatory floodline elevation has been confirmed, grading of the Ottawa Street corridor and lands to the north (i.e, Catchments 207 and 208) will be confirmed so that elevations remain above the Regulatory floodline elevation.
3	We are working with the Region on Regional Official Plan Amendment 2 and the supporting East Side Lands Stage 2 Master Environmental Servicing Plan (MESP), Subwatershed Study and Master Drainage Plan. The outcomes of these studies critically inform flooding hazards, erosion potential and wetland hydrology associated with the proposed subdivision. We will continue revising and commenting on outstanding issues with the MESP and supporting documents.	Noted.
4	The Dolman Street extension is anticipated to connect to the preliminary preferred alternative for the Breslau East Connector Road Class EA. We will continue directing comments to the Township through that process. The applicants should continue working with the Township on integrating the two roads, and consult the GRCA if the Class EA necessitates any significant changes to the proposed subdivision.	Noted.
5	The wetland, wetland setback, and stormwater management (SWM) ponds are appropriately zoned O-2 (Open Space – Restricted). If other lands not included in this application (ie. south of the Ottawa Street Extension) are proposed to be developed in the future, the wetland and setback should also be zoned O-2.	Noted.
<i>Drainage and Stormwater Management</i>		

6	<p>Changes to the proposed alignments for the Ottawa Street Extension and the Breslau Drain may impact the proposed SWM strategy, as well as the extent of the flooding hazards in the proposed subdivision. These details should be confirmed prior to Draft Plan Approval.</p> <ol style="list-style-type: none"> <li>The location of the SWM facility proposed in Block 53, as well as proposed options for managing stormwater runoff from the east and southwest catchments, needs to be confirmed.</li> <li>A Regulatory floodplain is currently present at Blocks 57 and 58, and the Stormwater Management Report states that this will be addressed in the Ottawa Street Extension Integrated Class EA. We must verify these blocks will not be impacted by a flooding hazard.</li> </ol>	<p>A stormwater management pond block has been provided south of the Ottawa Street corridor for Catchments 207, 208, and 209. The design of the development within Area 202 is not known at this. However, stormwater management will be provided on site (quantity, quality, infiltration).</p> <p>Once the Regulatory floodline elevation has been confirmed, grading of the Ottawa Street corridor and lands to the north (i.e, Catchments 207 and 208) will be confirmed so that elevations remain above the Regulatory floodline elevation.</p>
7	<p>The MESP Subwatershed Study and Master Drainage Plan have not been finalized, and as such, there is no Regulatory Floodplain Elevation (RFE) approved by the GRCA to date. This should be reflected in all labels and legends of drawings showing the RFE.</p>	<p>Note added to drawings.</p>
8	<p>Based on the proposed SWM strategy, it appears that the overall volume of runoff directed to the Breslau Drain will increase, despite attenuation of post-development flows to pre-development rates. If the duration of flows will be increased from the proposed development, a fluvial geomorphology analysis must demonstrate that existing erosion thresholds in the channel will not be exceeded. Extended detention of the 25mm event has not been demonstrated in the preliminary design of the SWM facility outletting to the Breslau Drain.</p>	<p>The revised water balance calculations include provisions for a proposed 'third pipe' system, which will route rooftop runoff to an infiltration facility to be located adjacent to the north edge of SWM Pond B. This will allow existing recharge to be matched. Extended detention of the 25mm storm is discussed in the revised Preliminary SWM Report.</p>
9	<p>We request that preliminary engineering design drawings are provided for review, including plan and profile drawings of the proposed SWM facilities, preliminary grading plan, and proposed locations of infiltration facilities. The seasonally high groundwater elevations, RFE and corresponding floodline should be shown. Any discussion of the SWM facility outlets should be included.</p>	<p>The updated engineering designs have been revised and will be provided.</p>
10	<p>We request that the following items be provided:</p> <ol style="list-style-type: none"> <li>The catchment areas used to calculate the total water budget for the existing conditions;</li> <li>Water balance calculations for post-development conditions (infiltration in post-development conditions should be maintained or enhanced);</li> <li>Calculations for curve number values and time to peak selected for all subcatchments.</li> </ol>	<ol style="list-style-type: none"> <li>Provided in the revised Hydrogeological Investigation</li> <li>Provided in the revised Hydrogeological Investigation and revised Preliminary SWM Report.</li> </ol> <p>Provided in the revised Preliminary SWM Report.</p>
11	<p>Safety factors to the infiltration rates should be applied when sizing infiltration structures. Please see the Low Impact Development Stormwater Management Planning and Design Guide (Toronto and Region Conservation Authority and Credit Valley Conservation Authority 2010), Appendix C, Section C2.4</p>	<p>Noted. To be provided at detailed design.</p>
<i>Natural Heritage</i>		
12	<p>We are satisfied with the wetland assessment provided in the Environmental Impact Study (EIS) Report.</p> <ol style="list-style-type: none"> <li>Polygons 4.2, 5.5, and 8.03 are confirmed to be part of the Provincially Significant Breslau Swamp Wetland (PSW) Complex</li> <li>Polygons 1.4 and 2.2 are wetlands that are proposed to be removed. The EIS adequately demonstrates that they meet the requirements of GRCA Policy 8.4.4 for removal.</li> <li>Polygon 2.4 (currently mapped by GRCA as a wetland) is confirmed to be a cultural meadow, and we will update our mapping accordingly. Polygon 1.2 (previously mapped by the GRCA as a wetland) is confirmed to be a conifer plantation.</li> <li>Polygon 8.02 is not considered a regulated wetland, but is part of a regulated watercourse. Applicable GRCA watercourse policies will apply.</li> </ol>	<p>Noted.</p>
13	<p>Breslau Drain and its tributary are confirmed warm water fish habitat. Any in water work must be done outside of the warm water fisheries timing window (April 1 to June 30).</p>	<p>Noted.</p>
14	<p>Recommendations for impact avoidance and mitigation outlined in the EIS, SWM Report, and Hydrogeological Investigation are supported from a natural heritage perspective. Measures that would promote enhanced infiltration are encouraged. Monitoring should take place during all phases of development.</p>	<p>Noted.</p>
15	<p>Pre- and post-development water balance calculations will be required during the detailed design stage to demonstrate that the hydrologic functions of wetlands will be maintained following site grading and construction. We request that water balance be assessed a monthly basis for the parts of the PSW Complex.</p>	<p>Noted. Monthly water balance calculations will be provided during Detailed Design, as requested. Yearly water balance and budget calculations are provided in the 2021 Addendum Report to Hydrogeological Investigation.</p>

<i>Review Fees</i>		
16	In accordance with the GRCA's Plan Review Fee Schedule, this subdivision application is greater than 23.2 net hectares and therefore requires the maximum capped fee of \$30,000. We will to acknowledge receipt of payments totalling \$21,000, which covers the required 70% of the fee. The remaining 30% of the fee is required prior to issuance of conditions of draft plan approval. Additional fees will be required for final clearance, and a separate fee will be required for a GRCA permit.	Noted.
<i>Grand River Conservation Authority (letter dated January 17, 2020)</i>		
The Grand River Conservation is in receipt of Public Information Centre 1 materials for the Ottawa Street Extension Integrated Class Environmental Assessment (Class EA). Our preliminary comments on the alternatives, as well as any related ramifications for adjacent residential development, are as follows:		
1	We note that the proposed road extension is in the vicinity of a proposed realignment of the Breslau Drain. A Preliminary Report by K.Smart Associates (November 25, 2019) was filed pursuant to section 10 of the Drainage Act. The preferred option for improvements to the Lower Main Drain in Class EA study area proposes to realign the drain to the south side of the Ottawa Street Extension. We have an interest in seeing that potential cumulative impacts from both the drain realignment and the Class EA are avoided or minimized to the greatest extent possible, and understand that efforts are being coordinated in this area. Please ensure that the Class EA process incorporates the Lower Main Drain realignment into the preferred alternative's design and mitigation measures.	Noted.
2	A new crossing of Breslau Drain shall be in accordance with GRCA Policy 9.1.2. This crossing should be coordinated early with the Township and K.Smart Associates to ensure that the drain design accommodates the policy requirements.	Noted.
3	Aside from the "do nothing" alternative, we are most supportive of Option B in principles as this would result in the least impact to the watercourse and wetlands. Option C would keep the roadway closer to the Provincially Significant Wetland (PSW), and Option D would encroach into the PSW	Noted.
4	An Environmental Impact Study (EIS) is requested in order to delineate the extent of regulated wetland, to fully characterize actual and potential impacts, quantify any proposed wetland loss and/or restoration, and demonstrate how hydrologic and ecological functions of the wetland will be restored and enhanced. <ul style="list-style-type: none"> <li>a. In the event that design details are not known or not adequately addressed during the Class EA process, the GRCA will request a more scoped EIS.</li> <li>b. Opportunities for wetland restoration and enhancement should be explored south of the road realignment, where the existing drain will be filled in.</li> <li>c. We request that the wetland boundary be delineated by a qualified ecologist and verified by the GRCA during the normal growing season.</li> </ul>	Environmental Impact Study, prepared by Dougan and Associates, submitted December 2019.
5	Stormwater management (SWM) must be considered for potential hydraulic impacts to the drain and ecological impacts to the wetland. GRCA policy prohibits using wetlands for SWM qualify control, and discourages quantity control where it would result in impacts to wetland function. The proposed SWM for the road extension should also account for SWM from adjacent development by Breslau Properties.	All stormwater management quantity and quality controls are provided in the proposed stormwater management pond blocks. Contributing drainage from external areas is accounted for in the SWM design.
<i>Advisory Comments</i>		
6	Please be advised that the Breslau Lower Main Drain is currently classified as cold water fish habitat by the Province. However, cold water species are not known to be present within the potentially affected reaches. The drain has been classified as a Type C Drain (ie. Permanently flowing with a warm water fish community, no sensitive species present) by Fisheries and Oceans Canada. A self-assessment of impacts to fish and fish habitat is recommended in order to satisfy the requirements of the Federal Fisheries Act.	Noted. To be provided at detailed design.
7	We recommend no in water work during the warm water fisheries timing window (April 1 to June 30)	Noted.
<i>Canada Post (letter dated July 15, 2020)</i>		
1	The owner / developer will consult with Canada Post to determine suitable permanent locations for the placement of the Community Mailboxes and to indicate these locations on appropriate servicing plans.	Noted. To be provided prior to final approval.
2	The Builder / Owner / Developer will confirm to Canada Post that the final secured permanent locations for the Community Mailboxes will not be in conflict with any other utility; including hydro transformers, bell pedestals, cable pedestals, flush to grade communication vaults, landscaping enhancements (tree planting) and bus pads.	Noted. To be provided prior to final approval.

3	The owner / developer will install concrete pads at each of the Community Mailbox locations as well as any required walkway across the boulevard and any required curb depressions for wheelchair access as per Canada Post's concrete pad specification drawings.	Noted. To be provided prior to final approval.
4	The owner / developer will agree to prepare and maintain an area of compacted gravel to Canada Post's specifications to serve as a temporary Community Mailbox location. This location will be in a safe area away from construction activity in order that Community Mailboxes may be installed to service addresses that have occupied prior to the pouring of the permanent mailbox pads. This area will be required to be prepared a minimum of 30 days prior to the date of first occupancy.	Noted. To be provided prior to final approval.
5	The owner / developer will communicate to Canada Post the excavation date for the first foundation (or first phase) as well as the expected date of first occupancy.	Noted.
6	The owner / developer agrees, prior to offering any of the residential units for sale, to place a "display Map" on the wall of the sales office in a space readily available to the public which indicates the location of all Canada Post Community Mailbox site locations, as approved by Canada Post.	Noted. To be provided prior to final approval.
7	The owner / developer agrees to include in all offers of purchase of sale as statement, which advises the prospective new home purchaser that mail delivery will be from a designated Community Mailbox, and to include the exact locations (list of lot #'s) of each of these Community Mailbox locations; and further, advise any affected homeowners of any established easements granted to Canada Post	Noted. To be provided prior to final approval.
8	The owner / developer will be responsible for officially notifying the purchasers of the exact Community Mailbox locations prior to the closing of any home sales with specific clauses in the Purchase offer, on which the homeowners do a sign off	Noted. To be provided prior to final approval.
<i>Waterloo North Hydro</i>		
1	<b>Conditions of Services</b> WNH standard conditions in effect at the time of servicing apply.	Noted.
2	<b>Existing System</b> There are very limited supply points available to the subject development land. WNH has 3-phase primary overhead distribution lines on Menno St and 1-phase overhead primary line on Kennedy Rd. The existing hydro line will not provide adequate connection points to form a loop feed system, therefore a 3-phase trunk line expansion on Fountain St (Flanders Rd to Menno St) and future Ottawa St may be triggered by this development.	Noted. To be provided prior to final approval.
3	<b>Relocation of existing facilities</b> Relocation of existing WNH facilities provision for the propose portion of Ottawa St will be at 100% of the applicant's cost.	Noted.
4	<b>Expansion and Upgrade</b> If modifications or additions to WNH existing distribution system triggered by a subdivision development are necessary otherwise customer connections cannot be made, WNH will conduct an economic evaluation outlined in <i>OEB Distribution System Code</i> . Such expansion cost will be stated in a Subdivision Agreement between WNH and the Customer and shall be signed by both parties prior to construction.	Noted.
5	<b>Set Back</b> The proposed building(s) must be set back a minimum of 5.0m from all overhead primary conductors. Decreased setbacks (if proposed) may necessitate the installation of non-combustible barrier walls between WNH padmount transformers and the housing unit as per the Ontario Electrical Safety Code, Section 26-014. This installation would be at 100% the developer's cost and may require a revised right of way cross section to facilitate the installation due to the proximity of the padmount transformer to the sidewalk.	Noted. To be provided prior to final approval.
6	<b>Clearance</b> Any object (crane, similar hoisting device, backhoe, power shovel or other vehicle or equipment) shall not be brought closer than 3 meters to an energized overhead conductor owned by WNH.	Noted.
7	<b>Access to Meters</b> WNH requires a minimum 1.2m (4') wide clear access in front of and around a meter location that is within 3 m (10') of the	Noted. Detailed design to be provided prior to final approval.

	front corner of the building and is on the side of the lot where the service stub is located. If less than 1.2m (4') is provided, a registered easement on the adjacent lot must be granted at no cost to WNH. If this access / easement cannot be provided, the meter must be placed on the front face of the house. For on-street townhouse blocks, ganged meter bases must be placed on the end units in accordance with WNH's final design.	
8	<b>Easement</b> In a townhouse blocks subdivision if there is no public right-of-way, a blanket easement over all townhouse blocks is required by WNH in order to construct and maintain hydro owned facilities. Whereas there is a public right-of-way in a townhouse block subdivision, individual easement to ganged meter base is required. Easement shall be at no cost to WNH and be free of encumbrances, including fences and shall be granted to WNH prior to connection.	Noted.
9	<b>Road Widening</b> The Regional Municipality of Waterloo should review the pole locations in relation to any planned road widening. A larger building set back may be required to facilitate the relocation of WNH's poles.	Noted. Detailed design to be provided prior to final approval.
10	<b>Grading</b> Any grading changes by the developer which will affect existing WNH facilities shall be reviewed and approved by WNH prior to starting any site grading.	Noted. Detailed design to be provided prior to final approval.
11	<b>Landscaping</b> The customer is to ensure any landscaping that will be within the vicinity of WNH infrastructure complies with the ESA <i>Planting under or Around Powerline &amp; Electrical Equipment</i> guideline.	Noted. Detailed design to be provided prior to final approval.
12	<b>What Happens Next</b> WNH may conduct a high-level hydro plan once receiving the 1 <sup>st</sup> submission package. WNH will only start the detail engineering design upon the reception of the 2 <sup>nd</sup> submission package. Typical 13 weeks is required from the date of WNH receiving the 2 <sup>nd</sup> submission package to the date of WNH issuing the subdivision agreement to Customer. Customer shall install road crossings as per WNH design and then install road base and curbs prior to the start of hydro civil construction.	Noted.
<b>Regional Comments</b>		
<i>Conformity with Regional Policies</i>		
1	Provided the comments from the Grand River Conservation Authority and the Region's Hydrogeology and Source Water, Environment and Cultural Heritage planning staff are addressed, the development will conform to policies regarding the natural environment, surface water and ground water, and cultural heritage.	Noted.
2	The Planning Justification Report or the Urban Design Brief should identify how the building design and orientation will incorporate energy conservation features and the use of alternative and/or renewable energy systems. It should also be identified how the development will help facilitate access to locally grown and other healthy foods in the neighbourhood.	Please see enclosed Planning Justification Report addendum letter.
3	Staff have undertaken a density calculation for the proposed plan of subdivision. As per the 2020 Water and Waste Water Monitoring Report, multiple units are calculated using 50% townhouses and 50% apartments, with 2.44 and 1.77 persons per unit (PPU) respectively. On Page 23 of the Planning Justification Report, the density of all of the projected "multiple unit types" are calculated based on 2.11 PPU, which skews the approximate residents and jobs per hectare figure and resulting in a minimum and maximum density of 48 PPU and 62 PPU respectively. Staff recommend revising the Planning Justification Report to include the appropriate breakdown of "multiple unit types" (50% apartments with 1.77 PPU and 50% townhouse at 2.44 PPU). The draft plan of subdivision should also be revised to reflect the minimum jobs and persons per hectare requirement set out in Policy 2.D.17 (b) i) of 55 residents and jobs combined per hectare. Please note, that Page 37-38 shows a minimum unit count of 998 while the draft plan and Page 22 refer to 982 as the minimum. Staff recommends revising for consistency.	Density calculations have been revised to reflect the 2020 Water and Waste Water Monitoring report. Projected density for the proposed development is between 50 and 73 people and jobs per hectare. Please see Planning Justification Addendum Letter for additional information.
4	Blocks 59-65 on the draft plan are identified as pedestrian walkways. However, Block 60 is identified as a PSW. Furthermore, Blocks 61-65 on the plan itself are identified as "Other Lands", and it is recommended that they instead be identified as Pedestrian Walkways if this is their purpose. Clarifying the purpose of Block 66 (Other Lands) is also recommended once the options discussed in the Planning Justification Report for these lands are decided upon.	Draft Plan has been revised.

5	The Noise and Vibration Feasibility Study, dated November 27, 2019, authored by HGC Engineering Limited, recommends that a Type E noise warning clause is recommended for lots adjacent to proposed industrial facilities which states:  <i>“Purchasers are advised that due to the proximity of the adjacent industrial facilities, sound levels from these facilities may at times be audible.”</i>	Noted.
6	Regional staff understand that the Owner/Developer is currently working on obtaining a Record of Site Condition (RSC) as recommended in the Region’s pre-submission comments. The RSC and the Letter of Acknowledgement from the Ministry of the Environment, Conservation and Parks must be provided to the Region prior to draft approval.	Deferred to Final Approval.
7	Regional staff understand that the Owner/Developer is currently working on obtaining a Record of Site Condition (RSC) as recommended in the Region’s pre-submission comments. The RSC and the Letter of Acknowledgement from the Ministry of the Environment, Conservation and Parks must be provided to the Region prior to draft approval.	Deferred to Final Approval.
8	Regional staff have not yet received comments from Metrolinx or Canadian National Railway. It is recommended that the Owner/Developer work with both agencies to ensure any issues are addressed.	Noted. Please forward comments as received.
<i>Comments on the Draft Plan</i>		
9	Generally, staff is of the opinion that the draft plan of subdivision is premature, since the design, supporting studies and proposed mitigation measures could be impacted by the findings of the Ottawa Street EA, the Breslau Drain Study and the potential for the Breslau East Connector EA to result in the requirement for further modifications to the draft plan of subdivision as proposed. Regional staff therefore recommends that the Draft Plan of Subdivision be revised prior to draft approval to show the final preferred alignment of the Ottawa Street Extension, and to incorporate any findings from the Breslau Drain Study and the proposed Breslau East Connector EA.	Municipal Class Environmental Assessment (MCEA) is currently underway regarding the Ottawa Street alignment. Consideration of the alignment and Draft Approval are to be considered concurrently. Please refer to letter from IBI Group, dated January 7, 2020, outlining current status of the MCEA and next steps. Proposed Draft Plan has been revised to reflect the final preferred alignment of the Ottawa Street extension.
10	In addition, staff recommend removing the text box showing the different route options. Also, the location of the intersection and road alignments for the proposed Fountain / Dolman intersection and the Fountain / Ottawa intersections will need to be revised pending completion of the environmental assessment (EA) process. The Draft Plan of Subdivision should also include the areas shown in blue (wetland, creek) and green (floodplain) on the legend.	Draft Plan has been revised.
11	The thick bold black line delineating the Draft Plan of Subdivision should exclude lands marked as “Other Lands Owned” by the owner showing only the lands to be included within the Draft Plan of Subdivision. Moreover, “Other Lands Owned” do not need to be depicted on the Draft Plan of Subdivision. Finally, the area south of Block 53 should be excluded from the Draft Plan of Subdivision boundaries.	Draft Plan has been revised.
12	Phasing of the Draft Plan of Subdivision should also be identified on the draft plan and reflected in the technical reports.	Phasing has been added to the Draft Plan and a more detailed Conceptual Phasing Plan has been created as a standalone plan.
<i>Environmental Planning</i>		
13	Environmental Planning staff finds that the “Breslau Properties Ltd and Walden Holdings Environmental Impact Study” (EIS) prepared by Dougan & Associates Ecological Consulting & Design (December 2019) satisfies the Region’s requirements for an EIS to support the draft application of plan of subdivision insofar as it relates to the methodology and environmental assessment work undertaken, as well as the recommended mitigation measures identified. Additional detailed work will be required, as identified in the EIS, but these items will largely be implemented as conditions of draft approval for the Draft Plan of Subdivision. Environmental planning staff appreciate the summary checklist included with the EIS to demonstrate compliance with the Greenlands Network Implementation Guideline (GNIG).	Noted.
14	With regard to the proposed zoning by-law amendment for the subject lands, Environmental Planning staff requests that the Core Environmental Features, their buffers, and the Restoration Area located between the Core Environmental Feature and Fountain Street all be placed in a conservation zone which permits preservation and restoration and excludes any development or active use of the area.	Core Environmental Features have been identified as Open Space Two (O-2) Zone which is intended for environmentally protected lands and excludes any form of building or structure from being erected.
15	If changes to the water balance or stormwater management result based on the ongoing studies in this area, Regional planning staff should be circulated on these documents, and they should be accompanied by a memo or brief from Dougan & Associates indicating if there are any associated changes or impacts to the assessment or recommendations from the EIS.	Noted.
<i>Hydrogeology and Source Water Protection</i>		

16	A Salt Impact Assessment was requested at the pre-submission stage and was not included in the documentation package. This report is required prior to draft plan approval.	Addressed in the 2021 Addendum Report to Hydrogeological Investigation.
17	A site wide pre-to-post water balance calculation should be completed in addition to a catchment based calculation. The water balance calculation should provide a breakdown of post-development pervious infiltration, clean rooftop infiltration, and impervious runoff infiltration.	Addressed in the 2021 Addendum Report to Hydrogeological Investigation and Revised 2021 SWM Report.
18	End-of-pipe infiltration has been proposed at multiple locations across the site, which increases the risk of the infiltration of salt runoff from the surface. It is recommended that winter by-pass valves be installed at end-of-pipe locations where there is infiltration of runoff from impervious surfaces. Infiltration testing and analysis at the proposed locations should be included as part of the final Stormwater Management Report to be provided to the Region's satisfaction.	Noted. The infiltration strategy has been modified with the 2021 submission. No infiltration of runoff from impervious surfaces is proposed. As a result, no winter by-passes will be needed. All infiltration at the SWM and other Blocks will be clean roof-top water either from roof-tops on the block or conveyed from roof-tops elsewhere on the property.
19	The Owner/Developer will be required to enter into a development agreement with the Region to increase lot-level galleries by 15% to account for future decreases in performance and/or in the event of downspout disconnection by homeowners.	Noted.
<i>Water Services</i>		
20	Regional Water Services staff has reviewed the "Draft Plan of Subdivision Breslau Properties/ Walden Lands, Township of Woolwich, Functional Servicing Report" dated Dec 17, 2019 (FSR) and offers the following comments. Section 2.3 (Page 3) of the report identifies a 150 mm watermain at the intersection of Woolwich Street and Dolman Street. This is incorrect, it is in fact 300 mm. Therefore, please update the FSR to correct the error.	Corrected.
21	Section 3.4 of the FSR references the East Side Lands Reports dated June 2018 and recognizes the full build out requirements and connection points to service the entire plan. It is acknowledged that the existing watermain on Menno Street will be required to be operational when portions of the watermain are relocated. In addition, the need to establish sizing and timing for the water distribution system is noted.	Noted.
22	However, the acknowledgement in the FSR does not provide enough supporting information to support how the initial phases or intermediate phases can permit the subdivision to proceed without the looped system.	Refer to IBI Group's Water Servicing Report.
23	Overall, the FSR does not provide enough justification that the proposed subdivision can be supported by existing and planned infrastructure for existing conditions or intermediate conditions and supporting documentation for analysis is required. The Region can supply the Owner/Developer with the boundary conditions to complete this analysis. No request has been made to the Region Water Services Engineering and Planning group for this task. Some of the extension of services may be not installed for some time. Please update the FSR to show a staged growth for the proposal and provide it to Regional staff for approval as discussed at the pre-submission meeting.	Refer to IBI Group's Water Servicing Report.
<i>Corridor Planning</i>		
24	Corridor Planning staff have undertaken a cursory review of the Noise and Vibration Feasibility Study, dated November 27, 2019, authored by HGC Engineering Limited, for the proposed development at 110 and 118 Menno Street, 231 Woolwich Street South, 33, 37 and 38 Mader's Lane, as it pertains to road, rail and airport traffic noise. Regional Staff generally concur with the mitigation recommendations in the Noise and Vibration Feasibility Study except that noise warning clauses (C & D) appear to be reversed. Please revisit the warning clauses section of Noise and Vibration Feasibility Study and rectify as needed and provide the revised study to the Region for review.	To be submitted under separate cover.
25	The Owner/Developer is advised that the proposed development is located within the Waterloo Regional Airport Zoned Regulated Area. The residence of this facility will be regularly exposed to Aircraft noise and overhead presence due to the developments location with close proximity to the Airport.	Noted.
26	Waterloo Region International Airport staff advise that the subject lands fall with-in the Waterloo Region International Airport's present Aeronautical Zoning Regulation and that all the properties are subject to the height restrictions outlined in those regulations.	Noted.
27	A detailed Noise and Vibration Study including installation of Airport Noise Warning Signs and inclusion of Noise Warning Clause will be required prior to final approval of the subdivision.	To be provided at final design.
28	Prior to final approval, the Owner/Developer must enter into a development agreement with the Region, to include the following warning clause in all offers to purchase and sale, lease and/or rental agreements for all residential lots and blocks within this plan:	Noted.

	<i>“Prospective purchasers and tenants are advised that all lots and blocks in this plan of subdivision are located within or in close proximity to one of the flight paths leading into and out of the Region of Waterloo International Airport, and that aircraft noise and directional lighting along this flight path may cause concern to some individuals.”</i>	
29	Prior to final approval, the Owner/Developer must enter into a development agreement with the Region to provide sufficient funds (including one (1) time replacement) for the cost and installation permanent signs (numbers to be determined in detailed Noise and Vibration Study) at the main entrances to this plan of subdivision, advising the public of the proximity of the flight paths leading into and out of the Region of Waterloo International Airport, and that aircraft noise and directional lighting along the flight path, may cause concern to some individuals.	Noted.
30	Please note that no detail was provided regarding the Airport Noise Warning Sign and the Airport Noise Warning Clause in the Noise and Vibration Feasibility Study dated November 27, 2019 submitted by HGC. As per NPC-300, detailed noise studies may be required for new noise sensitive land use proposals that are located at or above Noise Exposure Forecast/Noise Exposure Projection 25 (NEF/NEP 25) contours. In all cases, consideration should be given to future sound levels. For aircraft noise, the current NEF/NEP contours should be applied unless the airport authority has prepared NEF/NEP contours for a future date, in which case the future predicted contours should be used.	To be submitted under separate cover.
31	In addition, preliminary Block 50 proposes a 6-storey building. Based on the limited ground elevation information available at this time, this structure may protrude into the Airspace required to certify the future expansion of Runway 14/32. Therefore, the Region has concerns with the proposed height and further discussion is required with Airport staff. The use of construction cranes may require the proponent to obtain Transport Canada’s Aeronautical Assessment Form for Obstruction Evaluation and approval from NAV Canada through their land use application process. Please contact Mr. Kevin Campbell, Project Manager, at the Region of Waterloo International Airport (519-648-2256 x8511) for assistance in acquiring the required federal and municipal clearances and regarding proposed building heights.	Block is to be constructed in compliance with Airport Master Plan and required height restrictions.
<b>Access Permit/TIS/Access Regulation</b>		
32	Regional staff has also reviewed the Transportation Impact Study (TIS), dated May 2020 for the proposed zone change, official plan amendment and draft plan of subdivision. Regional comments and recommendations regarding the TIS have been provided separately in a letter dated August 7, 2020 from Monirul Islam, Transportation Planner with the Region of Waterloo, continue to apply. These comments are included as Attachment ‘4’.	Comments and responses provided below.
33	Should the TIS recommend any additional road improvements on Fountain Street North, a functional design, cost estimate, letter of credit/certified cheque along with a signed agreement for the road works may be required. Of note, any work within the Regional road allowance will be required to be completed under a Regional road contract.	Noted.
34	As a condition of draft approval, the Owner/Developer will be required to ensure that any required access permits are obtained. The Regional Access Permit (\$230 fee) will be required for the proposed access to Fountain Street North.	Noted.
<b>Region of Waterloo Transportation Comments (August 7, 2020)</b>		
35	The estimated trip generation in Table 3.1 is not consistent with the site generated traffic volumes in Figure 3.2 and 3.3: In Table 3.1, the total AM out trips=414 while in Figure 3.2 =361 trips In Table 3.1, the total PM out trips=332 while in Figure 3.3=362 trips	[As per letter dated November 11, 2020]  The outbound trips generated by the development which were distributed south on Fountain Street were mis-assigned in the turning movement diagrams as inbound trips. This impacted the Eastbound through volume at Street A and Dolman Street, the Eastbound right-turn volume at Fountain Street and Dolman Street, the southbound through movement at Fountain Street and Menno Street / Ottawa Street, and the southbound through movement at Fountain Street and Woolwich Street. The updated turning movement diagrams are attached. This adjustment adds 44 more trips in the AM peak hour and 20 fewer trips in the PM peak hour. The traffic operations for the 2036 horizon with these revised volumes are summarized in Table 1 and Table 2 provided in letter dated November 11, 2020. The traffic operations for the 2036 horizon with the recommended improvement are like those presented in the TIS.  The signal justification calculations at Fountain Street and Dolman Street, and Fountain Street and Menno Street / Ottawa Street have also been updated. Traffic signal control remains unjustified at either intersection. Updated signal control justification worksheets are attached.

<p>36</p>	<p><i>A few movements at Fountain St &amp; Victoria St / Woolwich St/Menno St/ Dolman St intersections are forecasted to experience poor LOS F and E under total 2031 condition. The TIS does not include any measures to improve the operation (i.e. signal timing changes, lane configuration changes, Auxiliary lanes, etc.)</i></p>	<p>[As per letter dated November 11, 2020]</p> <p>LOS is one indicator of performance as it reflects delay though V/C ratios are equally important as they reflect demand. In addition, queueing is important as it measures network reliability. These matters then must be considered collectively. The TIS indicates:</p> <p><b>Fountain Street at Victoria Street:</b></p> <ul style="list-style-type: none"> <li>• 2036 AM Peak Hour overall LOS C with no problem movements.</li> <li>• 2036 PM Peak Hour overall LOS C with no problem movements.</li> </ul> <p><b>Fountain Street at Dolman Street:</b></p> <ul style="list-style-type: none"> <li>• Traffic Signal control is not justified owing to the requirement to meet 150% of regular conditions. Roundabout Screening Tool does not screen in a roundabout mostly owing to the absence of signalized traffic control. After the submission of the TIS, the Township of Woolwich completed its East Side Connector EA which also did not identify the need for enhanced traffic control.</li> <li>• 2036 AM Peak Hour eastbound approach forecast to operate at LOS E and V/C of 0.74, indicating spare capacity. 95th percentile queue approximately 5-6 cars.</li> <li>• 2036 PM Peak Hour eastbound and westbound approaches forecast to operate at LOS F and V/C &gt; 0.84 indicating the movements are approaching capacity.</li> <li>• We recommend that a condition of approval include future updates to the TIS and that land protection blocks be frozen for a potential future roundabout, subject to completion of Phases 3 and 4 of the East Side Connector Class EA.</li> </ul> <p><b>Fountain Street at Ottawa Street/Menno Street:</b></p> <ul style="list-style-type: none"> <li>• Traffic Signal control is not justified owing to the requirement to meet 120% of regular conditions. Roundabout Screening Tool does not screen in a roundabout.</li> <li>• 2036 AM Peak Hour does not identify problem movements.</li> <li>• 2036 PM Peak Hour forecasts the eastbound approach to operate at LOS E with V/C at 0.74 indicating excess spare capacity.</li> <li>• We recommend that condition of approval include future updates to the TIS and that land protection blocks be frozen for a potential future roundabout considering the ultimate extension of Ottawa Street westerly across the Grand River.</li> </ul> <p><b>Fountain Street at Woolwich Street:</b></p> <ul style="list-style-type: none"> <li>• Traffic Signal control is not justified owing to the requirement to meet 120% of regular conditions. Roundabout Screening Tool does not screen in a roundabout mostly owing to the absence of signalized traffic control.</li> <li>• 2036 AM Peak Hour eastbound left-turn movement is forecast to operate at LOS E and V/C of 0.06, indicating spare capacity. 95th percentile queue approximately less than 1 vehicle. Westbound left-turn and through/right movements are forecast to operate at LOS F and V/C of 0.09, 0.07, indicating significant spare capacity and 95th percentile queue approximately less than 1 vehicle.</li> </ul>
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		<ul style="list-style-type: none"> <li>2036 PM Peak Hour eastbound left-turn movement is forecast to operate at LOS E and V/C of 0.09, indicating significant spare capacity and 95th percentile queue approximately less than 1 vehicle. Westbound left-turn movement are forecast to operate at LOS F and V/C of 0.14, indicating significant spare capacity and 95th percentile queue approximately less than 1 vehicle.</li> </ul>
37	<i>It seems that the opposing volume (VO) used in Figures 5.1 and Figure 5.2 left turn warrant nomographs, do not include the right turn volume. As there are no dedicated right turn lanes on approaches, the right turn volumes should be included in the determination of the VO at this intersection.</i>	<p>[As per letter dated November 11, 2020]</p> <p>Upon review, we confirm that the right-turn volumes were included in the opposing volumes. The left-turn volumes were not included. As they are very close, we suspect that those volumes were confused.</p> <ul style="list-style-type: none"> <li>Waterloo 4: It is not clear why the need for dedicated left turn lanes at Fountain St and Menno St was not assessed.</li> </ul> <p>Left-turn lanes currently exist at Fountain Street and Menno Street in both the northbound and southbound directions. The forecast volumes confirm the existing storage is adequate.</p>
38	<i>A 1900 sat. flow rate was used for all lane configurations at unsignalized intersections. The Saturation flow rate values at unsignalized intersections should be the same as the values used at signalized locations based on the lane configurations for each movement.</i>	<p>[As per letter dated November 11, 2020]</p> <p>The analysis contained in the TIS is correct in that the saturation flow does not impact unsignalized intersection analysis.</p> <p>The definition of saturation flow rate, as defined by the Highway Capacity Manual is the equivalent hourly rate at which vehicles can traverse an intersection approach under prevailing conditions in vehicles per hour of green or vehicles per hour of green per lane, assuming the green signal is available at all times. Accordingly, saturation flow rate only affects <i>signalized</i> intersections.</p> <p>As detailed in the Highway Capacity Manual the major parameter affecting the <b>capacity</b> and the performance of unsignalized intersection is the critical gap.</p>
39	<i>The intersection of Fountain St at Menno St, is an existing intersection, but with the extension of Ottawa St, this would be a new intersection as implied in the TIS. The calculations should be done with “new intersection” as the option. Besides, the roundabout is chosen to be ‘multi-lane roundabout’ when it could be a ‘single-lane’ option with the given traffic volumes. The above parameter would change the collision costs considerably and different conclusion could come up.</i>	<p>[As per letter dated November 11, 2020]</p> <p>An updated Screening Tool with the intersection referred to as “new” is attached. Despite volumes that could be accommodated by a single lane roundabout, Fountain Street is identified to have a four-lane cross-section before 2031 thus a multi-lane roundabout was included.</p>
40	<i>There are many major assumptions (HYW 7 and the full interchange by 2031, widening Fountain St to 4 lanes by 2031, Ottawa St Extension by 2031, a few new local roads, extension of Ottawa St and re-alignment of Menno St by 2031) in the TIS. These assumptions impact the forecasts, trip assignment, and potential remedial measures dramatically. The TIS should be revised and resubmitted with the conditions that might exist later on in the development process, should any of the assumed new roads construction timing change.</i>	<p>[As per letter dated November 11, 2020]</p> <p>Several meetings were held with Regional and Township Staff prior to commencing the study to develop, review and agree to the fundamental assumptions for this study. The approved Term of Reference for the Study includes all the above assumptions. This information is attached to the TIS (Appendix A) and to this response.</p> <p>The sensitivity analysis being requested is outside of the approved Terms of Reference to which the Region played a fundamental role. It is unclear what circumstances have changed to motivate the Region to change its position on this matter.</p>
41	<i>The TIS recommends some remedial measures (i.e. Auxiliary Lanes) under 2036 condition which is 5 years after development full build –out. It is not clear what are the required measures under the condition of 2031 upon full build out. The TIS should present the remedial measures that are needed at the full build-out (2031) in addition to the remedial measure at the horizon year (2036).</i>	<p>[As per letter dated November 11, 2020]</p> <p>The TIS was prepared following Region of Waterloo Transportation Study Impact Guidelines. The study requirements note:</p>

		<p><i>“Horizon Year - The horizon year will be agreed upon during the pre-study conference. In general, the horizon years will be established based on the development size and the date of full occupancy per the following:</i></p> <ul style="list-style-type: none"> <li>• <i>&lt; 500 peak hour peak direction trips = 5 years from the date of TIS submission;</i></li> <li>• <i>500-1000 peak hour peak direction trips = 5 years after full occupancy; and</i></li> <li>• <i>&gt;1000 peak hour peak direction trips = 5 years after full occupancy or Transportation Plan Horizon for large-scale projects.”</i></li> </ul> <p>Section 9 of the approved study Terms of Reference indicate that the future study planning horizon for the study will be 2036 (5 years beyond buildout at 2031). Neither the Region’s requirements, nor the approved Study Terms of Reference support the above new request.</p>
<b>Stormwater Management and Site Grading</b>		
42	Regional staff acknowledge receipt of the FSR and preliminary Stormwater Management Report (SWM) dated December 17, 2019 submitted by IBI Group for the proposed development and currently under review. As a condition of draft approval, a detailed Lot Grading Plan, Site Servicing plans and a detailed SWM Report will be required at the detailed engineering design phase for this development.	Noted. Detailed design to be provided prior to final approval.
43	Any work required on the Region of Waterloo road allowance will require a Municipal Consent and Regional Road Work Permit. Permits must be obtained from the Region of Waterloo prior to commencing construction within the Region’s right of way. In this regard, please visit <a href="https://rmow.permitcentral.ca/">https://rmow.permitcentral.ca/</a> for further guidance.	Noted.
44	The site must be constructed and graded in accordance with the approved plans and SWM Report, and the storm water management features must be maintained in accordance with the suppliers’ and report’s recommendations. The Regional Road allowance must be restored to the satisfaction of the Regional Municipality of Waterloo.	Noted.
38	There are currently no plans to extend the transit service to those sections of proposed subdivision and along section of Fountain Street North. Any transit requirements and needs for the extension of the transit services would be identified at a later stage once more detailed plans for the proposed development on the subject lands are available.	Noted.
<b>Railway Noise</b>		
45	At the time of writing, the Canadian National Railway and Metrolinx have not responded to a request to provide comments on the proposed plan of subdivision, zone change and official plan amendment. Prior to draft approval, comments identifying conditions of draft approval must be received from these agencies and outlining any measures that need to be taken to satisfy these agencies.	Noted.
<b>Housing</b>		
46	Regional staff support the provision of a full range of housing options, including affordable housing. Staff recommend that the Owner/Developer consider providing housing units that are affordable to low and moderate income households on the site.	Noted.