

COMMENT RESPONSE MATRIX**3225 5th Concession****City File No(s). SP-2023-04****CP-20923-05, A13/23****September 2025**

<u>COMMENTS</u>	<u>RESPONSIBILITY</u>	<u>RESPONSE</u>
<u>TRANSPORT CANADA, ONTARIO REGION</u>		
Transport Canada (TC) does not provide consultative services to determine whether a property is subject to or complies with the Pickering Airport Site Zoning Regulations (PASZR) enacted pursuant to the Aeronautics Act, R.S.C., 1985, c. A-2. For your information, Airport Zoning Regulations, once enacted, are registered in the local Registry or Land Titles Offices. The onus is on the landowner/lessee to comply with the respective AZR.	Project Manager	Noted.
At this time, TC is only in a position to make an official policy statement based on the existing 7-runway PASZR currently registered on title at the provincial Land Registry Office. Based on the existing 7- runway concept PASZR, the subject property is outside (beyond) both the Existing Airport Boundary and the Approach Surface, but it is within the Wildlife Hazard Zone.	Project Manager	Noted.
In 2013, the Government of Canada announced that the amount of land needed for a potential future airport will be smaller than originally planned. Accordingly, a new airport site designation and new PASZR were developed to reflect this smaller airport site. The new regulations (which enable the smaller planned site) will result in two key changes: 1) a newly designated smaller airport site (proposed 3-runway concept); and 2) new height restrictions along take-off and landing corridors associated with the new airport site. The existing Wildlife Hazard Zone and aviation communications restrictions will not change. Overall, the updated PASZRs will result in less private lands adjacent to the Pickering Lands Site being impacted by height restrictions. To date, this item has been paused mid-way through the regulatory amendment process (i.e., Canada Gazette Part 1 completed, Part 2 pending, etc.), until such time as TC and the Government Canada as a whole, is prepared to advance to completion. From a solely conceptual perspective, if the subject property were to be analyzed based on the proposed 3-runway concept, it would still be outside (beyond) the Proposed Airport Boundary and within the Wildlife Hazard Zone, but the property would be within the Approach Surface.	Ecologist	Noted.
With respect to Noise Exposure Forecast (NEF) contours, TC maintains an official 25 NEF technical standard for all development within the vicinity of airports/aerodromes, and as such advises that sensitive land uses (i.e., schools, hospitals, residential, nursing homes, etc.) should be avoided if proposed for development, if within the 25 NEF. NOTE: The Province of Ontario maintains a 30 NEF development standard for sensitive land use development, in contrast to TC's 25 NEF. As such, Ontario appears to have higher noise tolerance than TC. For the subject property, based on both the existing 7-runway concept and the proposed 3-runway concept, it appears to be outside (beyond) both the 25 NEF and the 30 NEF (provincial standard).	Acoustical Engineer	This comment has been noted. The latest update to the Draft Plan of Subdivision will not impact the findings to the Noise Impact Study, which determined that the sound levels for all the dwelling units will be within the sound level limits and noise mitigation measures are not required

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Please note that there are a number of considerations at play beyond what has been provided above. With respect to advancing the 3-runway concept PASZR, a timeline for completion does not exist and the decision of if/when to proceed is based on variables beyond the direct control of TC (i.e., mandate of Parliament, aviation forecasts, advancement of aviation technology re noise mitigation/suppression, etc.).	Project Manager	Noted.
You can determine if a property is subject to Airport Zoning Regulations by checking the property title. AZRs are registered to the titles of all affected properties in Ontario. Obtaining a legal survey and attestation from a Certified Ontario Land Surveyor as evidence of conformance for the given location can determine the impact of the project on the applicable Airport Zoning Regulations.	Project Manager	Noted.
The onus rests with the developer/proponent to ensure they obtain the professional services of Ontario Land Surveyors and Engineers who are both qualified/knowledgeable to ensure the scope of development conforms to all aspects of the PASZR (height restrictions, radio interference, and wildlife hazards).	Project Manager	Noted.
<u>MINISTRY OF TRANSPORTATION</u>		
The MTO has reviewed the site location and has no comments to provide as this site is outside of MTO permit jurisdiction. No MTO permits or approvals would be required by the proponent for any development at the above address at this time.	Project Manager	Noted.
<u>REGION OF DURHAM</u>		
<u>Health Department Comments:</u>		
The hydrogeological study is peer reviewed by a Region's consultant and positive and supporting comments are received. The peer review terms of reference will need to be amended to remove the D 5-5 review requirement because this development will be municipally serviced by water.	Environmental Engineer & Project Manager	Noted. The Study will be Peer Reviewed and the required Fee will be paid.
<u>Burnside Comments:</u>		
<u>General Comments:</u>		
The scope of field investigations appears to be appropriate. Surveys were completed in accordance with appropriate protocols.	Ecologist	Noted and agreed.
All proposed developments (with the exception of the stormwater outfall) are located outside of the City Natural Heritage System and Durham Region Key Natural Heritage and Hydrologic Features.	Ecologist	Noted and agreed.

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Per Schedule III B of the City of Pickering Official Plan, all FOD communities are mapped as Significant Woodlands. The wooded areas beyond the valley corridors and are contiguous with the central wooded area and as such should also be considered significant. Currently, the proponent has only identified the woodlands associated with the significant valleylands as significant.	Ecologist	The City's OP schedules depict high level mapping that is subject to refinement in the field. A site visit was conducted on August 11, 2021 with TRCA staff, Jamie Milnes (Ecologist) and Stephanie Dore (Planner) to review and stake the dripline and top of bank of the natural features present on the subject property. The staked dripline as agreed upon has been buffered and maintained as part of the significant woodland, this includes the valley and contiguous forest communities (i.e. FOD, FOM, CUP) as shown on Figure 3 of the EIS.
All proposed development occurs beyond the regulated limits of the Redside Dace habitat, Significant Woodlands, Significant Valleylands, and Significant Wildlife Habitat.	Ecologist	Noted and agreed.
Burnside is in agreement with the EIS that the proposed development that north-south linkages will be maintained.	Ecologist	Noted.
The proposed VPZ (10-meters) is not being implemented broadly across the site.	Ecologist	A 10 m buffer has been provided to the natural feature across the site. The proposed development plan has been modified to minimize the grading encroachment into the buffers as shown on Figure 3 (Beacon 2025). A comprehensive buffer planting and enhancement plan has been prepared to ensure the features and their functions are maintained.
It is understood that without the application of mitigation measures to address the loss of permeable surfaces there is potential to reduce infiltration by approximately 4%. With the implementation of Low Impact Development including soak away pits for the rear roof leaders there will be a 4% increase in infiltration volume post-development, ensuring that there is no net loss of infiltration.	Civil Engineer	Agreed.
The use of LID technologies is favorable. Landowners should be encouraged to utilize LID technologies (i.e. permeable pavement, rain gardens, rain barrels) in the future.	Civil Engineer	Agreed.
Burnside agrees with TRCA general comment #2 within the letter dated March 13, 2024 regarding the setback values.	Planner	Noted.
<u>Additional Requirements and Comments:</u>		
Any copies of the approved terms of reference should be provided within the appendices.	Planner	Noted and agreed any additional Terms of Reference will be provided within appendices.
Correspondence with agencies including the TRCA, MECP, and MNRF should be provided.	Planner	Noted. All correspondence will be provided.

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A review of the TRCA's Carruthers Creek Watershed Plan 2021 - 2023, should be included in the EIS.		Ecologist	Noted this is included in the review of relevant background documents and relevant information is included in the EIS.
A review of citizen science applications including naturalist and eBird should be provided. Records should be reviewed for rare, endangered, threatened, or species of special concern.		Ecologist	A review of eBird and iNaturalist databases has been conducted for the subject property in May 2025, to address this request. No rare, threatened, endangered or special concern species were recorded. Section 4.6 of the Beacon EIS (2025) has been updated to reflect this.
The locations of breeding bird surveys stations should be provided. It is not clear if distinct point counts, transect surveys, or a combination of both approaches were utilized.		Ecologist	The Breeding Bird methodology is detailed in Section 3.3.3 of the Beacon EIS (2025). The breeding bird community was surveyed using a roving type survey focusing on the eastern and western tablelands and adjacent woodland edges. These areas were walked to within 50 m and all birds heard or observed and showing some inclination toward breeding were recorded as breeding species. Results included birds detected more distantly from within the central valley, although this area was not surveyed exhaustively. All birds heard and seen were recorded in the location observed on an aerial photograph of the site
Red Mulberry (END) was identified through the NHIC in the adjacent lands. The proponent should confirm that Red Mulberry was not present within the Subject Lands.		Ecologist	A floral survey was completed on the subject property and a detailed inventory can be found in Appendix A of the EIS (2025). Red Mulberry was not recorded by Beacon ecologists.
The extent of the Significant Valleylands should be mapped. It is not clear to where the extent of this feature occurs based on the figures provided. The proponent should differentiate between the extent of Significant Woodlands versus Significant Valleylands, currently these features are referred to as "Staked Feature Limit (TRCA, August 2021)" on figures 2 and 3.		Ecologist	The natural feature limit was staked in the field with the TRCA in accordance with the applicable policies and regulations in place at the time of staking. The outermost limit of the corridor is reflected on Figures 2 & 3.
Section 8.8 of the EIS species that no vegetation clearing should occur between mid-April and mid-July. Vegetation clearing in complex systems should not occur between April 1 – August 31.		Ecologist	As stated in Section 8.8, The federal Migratory Bird Convention Act (1994) protects the nests, eggs and young of most bird species from harm or destruction. Environment Canada considers the general nesting period of breeding birds in southern Ontario to be between late March and the end of August. This includes times at the beginning and end of the season when only a few species might be nesting. It is recommended that during the peak period of bird nesting (i.e., between mid-April and mid-July), no vegetation clearing or disturbance to nesting bird habitat should occur. Vegetation removal is required to facilitate the proposed development within the identified development footprint. These removals should take place outside if the breeding season for birds.

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The installation of stormwater services using directional boring is understood to reduce impacts to the significant valleyland and significant woodlands. Additional information on installation of the headwalls and armored spillways is requested at the detailed design stage to ensure that natural heritage features and functions are not being impacted.		Civil Engineer & Ecologist		Noted. The outfalls will be designed to minimize impacts to the valley to the extent possible and restoration and enhancement will occur post-construction.
Per Table 18 of the City of Pickering Official Plan, the minimum vegetation protection zone (VPZ) adjacent to significant woodlands is a minimum of 10 m or 30 m within the greenbelt plan area. It is understood that the Subject Lands, the Birchwood Estates, were approved for a country residential development in 1998. As stated within the EIS, per section 5.2.1 of the Greenbelt Plan, <i>“Where a zoning by-law was amended prior to December 16, 2004 to specifically permit land use(s), this approval may continue to be recognized through the conformity exercise described in section 5.3, and any further applications required under the Planning Act or the Condominium Act, 1998 to implement the use permitted by the zoning by-law are not required to conform with this Plan.”</i> As such, Burnside acknowledges that a 30 m setback from Significant Woodlands is not required per the Greenbelt Plan. Section 13.9 of the City of Pickering Official Plan states the following in reference to the Birchwood Estates, <i>“ensure that development is undertaken in a manner that respects environmental features such as Carruthers Creek and its tributaries to the satisfaction of the City and the conservation authority”</i> The proposed buffers zones are not always consistent with the minimum VPZ of 10 m specified within Table 18 of the City of Pickering Official Plan and outlined within the EIS for the lands adjacent to Significant Woodlands. There are numerous locations where the grading extends into the 10 m buffer to protected vegetation. All buffers must be protected from grading.		Arborist & Ecologist		Noted, this is consistent with the findings of the EIS policy review.

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The turning circles of the proposed western road appear to end immediately at the edge of the staked dripline, leading to significant encroachment into the proposed 20 m buffer. It can be presumed that impacts to tree root systems and tree mortalities are likely as a result of grading and paving. a) It is not clear if the proponent considered if the road alignment can avoid the encroachment into the VPZ of the adjacent significant woodland. b) Impacts to the significant woodlands have not been appropriately considered. c) The lack of VPZ for the forested areas to the south of the proposed road is not acceptable. 1) Encroachment into the significant woodland VPZ to is required accommodate the proposed swale along the majority of the length of the eastern road. 2) It is not clear if the proponent considered if the road alignment and lot configurations can eliminate encroachment into the VPZ of the adjacent significant woodland. 3) Impacts to the adjacent woodlands resulting from the reduction in the VPZ have not been discussed.	Arborist, Ecologist & Civil Engineer	Figure 3 of the Beacon EIS (2025) has been updated and minimize potential impacts of the road on the natural system. A) encroachment in the VPZ has been avoided to the extend possible, minor encroachment for grading will be restored post-construction b) the woodland has been provided a 10 m buffer and an associated restoration and enhancement plan has been prepared to include native trees and shrubs c) a VPZ has been provided to the entirety of the staked features as shown on Figure 3. This buffer planting plan serves to protect the existing features and also to provide transition from the estate residential lots to the natura feature. Over time the buffer areas will transition to become part of the NHS. In addition, fencing will be placed to further protect the NHS.
The Wetland Water Balance Assessment (Beacon, 2024) identifies that a mitigation plan to maintain water balance to wetlands as outlined within the Stormwater Management Criteria Document (TRCA, 2012) should be provided. a) It is not clear if the proposed mitigation measures (i.e. LIDS) are the sole mitigation measure used to maintain water balance to the on-site wetland. b) Additional details should be provided within the EIS if there is any post-construction monitoring proposed to confirm impacts to wetlands are not occurring.	Hydro G	As stated in the Wetland Water Balance conclusions, based on the Low Risk category, monitoring is not required as outlined in the Wetland Water Balance Monitoring Protocol (TRCA 2016). The SWM Strategy will maintain Wetland runoff.
The buffer planting plan should be provided once available. Dense buffer plantings consisting of suitable shrubs and trees in addition to seeding should be considered in areas where reduced buffers or headwalls and spillways are proposed.	Ecologist	A buffer panting plan has been prepared by Beacon (2025) and conceptual drawings are included in the resubmission package.
Additional clarification regarding mitigation measures to prevent encroachment and dumping into the retained natural heritage features should be provided. Currently the EIS report states the following: <i>“People and pets and bringing trampling of and damage to vegetation, disturbance to ground nesting birds, loss of small mammals, which can be managed through fencing signage, and trails”.</i> a) Clear commitments to mitigation measures should be provided. b) Additional details regarding the locations of trails, signage, and fencing should be provided.	Ecologist	As stated in Section 8.3 of the EIS, the central valley feature will be dedicated to a public authority to be maintained as Environmental Protection in the long term. Rear yards abutting the valley will be fenced to prevent encroachment into the feature by humans and anthropogenic uses. This will serve to mitigate any potential effects of people and pets on the valley corridor. Furthermore, the addition of a 10 m buffer will serve to protect and enhance the valley beyond the rear yards. Details on trails, fencing and signage will be addressed as a condition of approval.
No construction activity or machinery should be permitted beyond the silt fence limits of construction.	Planner	Noted and agreed.

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The measures outlined within the Clean Equipment Protocol for Industry (Halloran et al. 2016) should be implemented to prevent the spread of invasive species	Ecologist	Noted. Text has been added to the EIS (Section 8.9) to mitigate any potential spread of invasive species on the subject property during construction.
Lighting on the proposed buildings should be directed away from natural areas.	Planner	Agreed.
<u>Conclusions:</u>		
There are outstanding concerns regarding the lack of a suitable VPZ to prevent impacts to Key Natural Heritage Features. The development as presented will need to be revised to provide greater setback (including grading) from these features. Commitments to additional on-site mitigation measures to support the development are also required.	Planner	Comments have been addressed with revisions undertaken to the Plan, as required.
<u>Recommendations:</u>		
Based on the information provided within the EIS, it is Burnside's opinion that the approval related to Natural Heritage should not move forward at this time until the outstanding comments regarding VPZ encroachment are addressed.	Planner	Comments have been addressed with revisions undertaken to the Plan, as required.
<u>Works Department Comments:</u>		
<u>General Comments:</u>		
The Plans submitted are inconsistent. Confirm the number/location of Blocks to be established through the Draft Plan applications. Further, ensure labelling is consistent; the submitted Draft Plan, Coloured Plan, ESC Plan, etc. label the proposed meter rooms differently. The Region will not take any easements or ownership over servicing on private property. Anything beyond property line will be privately owned, including the water meter rooms. Remove reference to a "Proposed Regional Easement" on the ESC Plan and Functional Grading & Servicing Plan	Planner and Civil Engineer	Plans have been revised to be consistent. See response below connections to the watermain.
<u>Functional Servicing and Stormwater Management Report:</u>		
The Functional Servicing Report must discuss the Site's estimated water demand and availability of water supply. Include analysis of supply and residual pressures under fire fighting conditions. Confirm suitability of proposed domestic and fire main size. Ensure compliance with current Region of Durham Watermain Design Specifications and MECP criteria. It is indicated in Section 5.2 that the proposed water meter rooms will also serve as water pumping stations. Speak to the requirement for pumping in the FSSR.	Civil Engineer	Hydrant flows test is completed and incorporated into the FSR. Based on the results, pumping is not required for the development.
<u>Functional Grading & Servicing Plan:</u>		

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Region records indicate the 400mm dia. HDPE watermain on 5th Concession Road is at an elevation of approximately 131.7m where it is proposed to cross the storm outfall for the east residential development. As proposed, it is likely that the storm and water will conflict and/or minimum separation for sewer over watermain (0.5m) will not be achieved. Refer to the attached IFC drawings for 5th Concession.	Civil Engineer	Storm sewer servicing has been revised to no longer cross the existing 400mm HDPE.
Ensure the Region's 6.0m watermain easement is identified on all plans and labelled accordingly.	Civil Engineer	Noted and shown on plans.
The 150mm PVC Fireman note for the west residential development appears to be pointing to the domestic line. Confirm and make revision(s) as necessary.	Civil Engineer	Plans have been revised. A 200mm PVC Fire main is required based on the hydrant flow test results.
The Region is not supportive of connections to the existing 400mm dia. HDPE watermain located south of the Site. Any connections to the Region's watermain must be made to existing 300mm dia. PVC pipe either at Dexshire Drive or Balsam Road (Sideline 4).	Civil Engineer	For the eastern side of the site, the connection has been adjusted to connect to the 300mm PVC on Dexshire. For the western side, the connection is proposed to the 400mm HDPE approximately 150m east of the 5th concession/sideline 4 intersection.
Service connection locations must be accessible to the Region. Clear, unobstructed access road(s) must be provided to the satisfaction of the Region of Durham.	Civil Engineer	For the eastern side of the site, there is an existing granular driveway at Dexshire/5th Concession which will be restored and is located in the vicinity of the connection. For the western side, an easement will given to the Region to replace the current existing regional easement. The easement will be through lot 5 and the adjacent Block 12, open space buffer as shown on the FSGP Drawing. The easement will be graded such that it can be traversed by vehicles. Any water services within the easement will be privately owned and maintained.
<u>Summary:</u>		
The Region of Durham Works Department will require a resubmission inclusive of the following: • Revised Functional Servicing and Stormwater Management Report • Revised Functional Grading & Servicing Plan.	Civil Engineer	Revised Report and FSSR submitted.
Peer Review of Nitrate Assessment		
No Comments Provided by the Region	Project Manager	No Comments Provided by the Region

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CITY OF PICKERING			
City Development Department			
The City of Pickering City Development Department has reviewed the submitted plans and supporting documents, and provides the following comments:			
<u>Site Design</u>			
The applicant is proposing a development consisting of 13 lots for detached dwellings that will be accessed from a 6.5-metre-wide private road. The lots are proposed to be POTLs and be part of a future condominium corporation, sharing common elements.	Project Manager		Noted and Agreed.
Staff request that the applicant consider revising the proposed development to provide for public streets in place of the proposed private roads. Providing public streets will eliminate the need for a condominium corporation and enable more sufficient space for street-lighting and utilities. It will assist in lowering the maintenance costs of future residences by enabling public snow removal, waste collection and maintenance of infrastructure. The public street will require a right-of-way width of approximately 15.5 metres and a turn circle with a minimum curb radius of 13.0 metres.	Project Manager		The Owner prefers a Common Element Plan with private roads and the Plan has been revised to increase the width of the private roads allowing for efficient snow removal, waste collection with maintenance being undertaken by a Condominium Corporation, offering exclusive services to the Estate Dwellings/Owners.
Removing the common element component and developing the proposal by way of draft subdivision will also remove the need for a future site plan application.	Planner		See response above. Condominium (common element) Tenure is preferred.
Currently, the easterly road having access from the north side of Fifth Concession runs north/south along the east portion of the proposed development block. Currently, this road does not align with Dexshire Drive which is located immediately to the south, having access from Fifth Concession. Staff request that the applicant revise the plan to locate the proposed road along the west side of the development block and align it with the current connection of Dexshire Drive to Fifth Concession.	Traffic Engineer/Project Manager		Aligning the east private road with the Dexshire Drive to the south is not possible due to the need to shorten the road length to address Fire Comments and to have the lots back onto the natural areas which is preferred.
<u>Draft Plan of Subdivision</u>			
The submitted Draft Plan of Subdivision, prepared by Blackthorn Development Corp., dated September 13, 2023, proposes two blocks for residential development (Blocks 2 and 6) and four blocks for open space or open space buffers (Blocks 1, 3, 4 & 5).	Project Manager		Noted and Agreed.
The Draft Plan indicates the total land area for both development blocks is 5.97 hectares, however the Draft Plan of Condominium, prepared by J.D. Barnes Ltd., dated September 12, 2023 indicates that the total area for the POTLs and common elements is 5.49 hectares. Please ensure the land areas on each plan are consistent and revise the plans accordingly.	Surveyor		The Draft Plan of Subdivision and Draft Plan of Condominium (Common Elements) should have different areas since the Subdivision Plan provides the gross development block(s) areas whereas the Condominium Plan delineates the common elements being the private roads and water station blocks. Accordingly, the two Plans should not match statistically.

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Land conveyance requirements with respect to open space will be addressed through conditions of draft plan of subdivision approval and are secured from within an executed Subdivision Agreement.	Planner	Noted and agreed.
Please note these lands will be required to be conveyed to a public authority, free and clear, for long term protection.	Planner	Noted and agreed. Conveyances will be undertaken as required.
<u>Draft Plan of Condominium</u>		
The submitted Draft Plan of Condominium, prepared by J.D. Barnes Ltd., dated September 12, 2023, indicates 2 parts for common elements and 13 parts for POTLs.	Project Manager	Noted and Agreed.
Based on the submitted plan, it appears that the proposed development will consist of a single condominium corporation; please clarify.	Planner	There will be one Common Element Condominium Corporation, not two.
The Plan identifies majority of the common elements will be composed of two 6.5-metres-wide parcels and lists the following will be included in the common elements: asphalt laneway, concrete curbs/sidewalk, streetlights, landscaping, utilities, mailboxes, and water pumping stations.	Planner	Noted and Agreed.
Staff are concerned that the proposed width of the common element is insufficient given the paved portion of the private road (asphalt) will be required to be a minimum of 6.5 metres wide, which will take up the entirety of the land currently identified as the common element. Please provide a more detailed conceptual site plan which demonstrates how the common element features listed above will be sited and accommodated within the common element right-of-way or within the POTLs.	Planner	The width of the private roads has been increased to 9m which is sufficient to accommodate utilities.
Please clarify the intention and purpose of Part 15 and Part 17 on the plan. Currently the site statistics chart does not indicate its purpose. Should these parts contain infrastructure required to support the common element (i.e. drainage), please incorporate as part of the common element.	Surveyor	Draft Plan of Condominium is updated to capture all common elements.
<u>Draft Zoning By-law Amendment</u>		
The draft zoning by-law included as a part of the application submission proposes to rezone the residential lots to “ER-2”, which is an existing zone category within Zoning By-law 3037, as amended by a site-specific By-law 6336/04 for the lands located to the north. The zoning provisions proposed are consistent with the zoning provisions of the “ER-2” Zone, except for the following:	Planner	Noted and agreed.
• minimum lot area requirement, which is proposed to be 0.35 of a hectare; • rear yard depth, which is proposed to be 7.5 metres; and • maximum lot coverage, which is proposed to be 40 percent.	Planner	These are proposed exceptions to the parent Zone.

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The schedule included as part of the draft by-law appears to reflect the proposed Open Space and Open Space Buffers as “ORM-EP” which will reflect the future use of these blocks and be consistent with the parent by-law, which is appreciated.	Planner	Noted and Agreed.
Given the extensive size of the proposed lots, staff are concerned that the proposed lot coverage of 40 percent is excessive and will leave little space for private services, recreational installations (i.e. pools) and stormwater infiltration. The proposed lot coverage also substantially exceeds the City’s standard lot coverage permissions for estate lots of 0.3 hectares in size, which is 20 percent.	Planner	The proposed Lot Coverage ensures accessory structures and the dwelling can be constructed with flexibility. Private Services have been modelled and accounted for so the proposed Lot Coverage does not impact the same. Amenities as desired by the Homeowners can also be implemented as the lot areas are sufficiently sized.
Staff request that the applicant reduce the maximum lot coverage proposed to reflect the City’s typical standard of 20 percent. Alternatively, please provide a rational with detailed sitings that demonstrate a 40 percent lot coverage is necessary and will maintain sufficient space left uncovered by buildings to provide for the above noted matters.	Planner	See Building Envelope Plan demonstrating sufficient area remaining despite 40 percent lot coverage being requested.
Please confirm how visitor parking will be accommodated within the proposed development. In the absence of a municipal right-of-way, there is insufficient space for on-street parking without blocking the paved portion of the road.	Planner/Traffic Engineer	Visitors can park within the extensive driveways and the private roads are now wider at 9m.
<u>Natural Areas and Buffers</u>		
The subject lands are regulated by the Toronto and Region Conservation Authority (TRCA). The regulated lands are defined by the valley, water course and wetland on the subject lands that are associated with Caruthers Creek. The TRCA confirmed their review of the applications would be limited aspects of the proposed development that have the potential to impact this area including but not limited to setbacks from the regulated features and their contiguous vegetation, stormwater management, erosion, and restoration.	Planner	Noted and Agreed.
TRCA confirmed that the City would be responsible for matters related to natural heritage surveys (breeding birds, amphibians, bats, and vegetation; surveys and screening related to significant wildlife habitat; policies of the Greenbelt Plan), including the assessment of key natural heritage features and the proposed encroachment into the Minimum Vegetation Protection Zone of the significant woodland on the east side of the subject lands; and the impact to the woodland on the subject lands.	Project Manager	Noted.
The City of Pickering does not have the expertise to review materials related to environmental matters. As such, the City engaged an environmental consultant to conduct a peer review of the submitted Environmental Impact Study to review the above noted matters not addressed by the TRCA.	Project Manager	Noted.

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TRCA provided comments, dated March 13, 2024, which are attached for your action. The City's peer review consultant, Beacon Environmental, provided comments, dated April 3, 2024, which are attached for your action. The review has outlined that there are a number of instances where the proposed development or site grading extends into the vegetation protection zone, which is not supported. The peer review comments outline that the proposed development will be required to be revised to provide greater setbacks from natural features.	Project Manager	Noted. Both the TRCA and Beacon Environmental Comments are addressed in this Matrix.
As a part of the second submission of materials, please provide a detailed response to the TRCA and Peer Review Comments, including an updated Environmental Impact Study.	Project Manager	Noted. Both the TRCA and Beacon Environmental Comments are addressed in this Matrix.
<u>Pickering Airport Site Zoning Regulations (PASZR)</u>		
In comments dated May 13, 2024, Transport Canada advised that the subject lands fall within an area that is subject to federal zoning regulations, referred to as the Pickering Airport Site Zoning Regulations (PASZR), which are intended to limit the height and use of the subject lands as to not interfere with a future federal airport, located to the west. The PASZR requires that land use/development surrounding a legally designated airport site comply with restrictions related to height, radio interference, and wildlife hazards.	Planner	Noted.
The PASZR are registered on title. The encumbrance of the PASZR on title is a permanent fixture as long as the federally owned land in Pickering remains legally designated as an airport site.	Planner	Noted.
Transport Canada has advised that it is the responsibility of the applicant to ensure the subdivision is designed in compliance with the PASZR, including all dwellings, public infrastructure, and conveyances. Staff will require the applicant to submit confirmation, signed by an Ontario Land Surveyor and a Professional Engineer stating that the proposed development has been designed in conformity with the PASZR.	Surveyor/Civil Engineer	See Memorandum from Surveyor certifying lands are not within and therefore, in conformity with the PASZR.
As a condition of draft plan approval, the applicant will also be required, to include in all offers of purchase and sale, a notice to prospective purchasers advising that the lands are encumbered by the Pickering Airport Zoning Regulations because of being located within the vicinity of federally owned lands that are designated for an airport. The notice shall also advise that the applicant has constructed and designed all aspects of the subdivision and dwelling to comply the PASZR.	Planner	Noted.
<u>Architectural Control</u>		
As a condition of approval, and through the Site Plan application, the architectural design of the future dwellings will be subject to a peer review by the City's Control Architect. The costs associated with the review will be the responsibility of the applicant.	Planner	Noted.
<u>R.J. Burnside & Associates Limited EIS Peer Review</u>		

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<u>General Comments</u>			
The scope of field investigations appears to be appropriate. Surveys were completed in accordance with appropriate protocols.	Ecologist		Noted and Agreed.
All proposed developments (with the exception of the stormwater outfall) are located outside of the City Natural Heritage System and Durham Region Key Natural Heritage and Hydrologic Features.	Ecologist		Noted and Agreed.
Per Schedule III B of the City of Pickering Official Plan, all FOD communities are mapped as Significant Woodlands. The wooded areas beyond the valley corridors and are contiguous with the central wooded area and as such should also be considered significant. Currently, the proponent has only identified the woodlands associated with the significant valleylands as significant.	Ecologist		A natural feature staking was conducted to determine the limit of the woodlands and valleylands on the subject property. All FOD communities are included within the staked limit.
All proposed development occurs beyond the regulated limits of the Redside Dace habitat, Significant Woodlands, Significant Valleylands, and Significant Wildlife Habitat.	Ecologist		Noted and Agreed.
Burnside is in agreement with the EIS that the proposed development that north-south linkages will be maintained.	Ecologist		Noted and Agreed.
The proposed VPZ (10-meters) is not being implemented broadly across the site.	Ecologist		A 10 m buffer has been applied across the site as shown on Figure 3. Areas of encroachment, have been minimized as a result of the updated plan and remaining areas of encroachment (i.e. LIDs) are discussed in the EIS impacts and mitigation sections. Post development restoration is proposed.
It is understood that without the application of mitigation measures to address the loss of permeable surfaces there is potential to reduce infiltration by approximately 4%. With the implementation of Low Impact Development including soak away pits for the rear roof leaders there will be a 4% increase in infiltration volume post-development, ensuring that there is no net loss of infiltration.	Ecologist		Noted and Agreed.
The use of LID technologies is favorable. Landowners should be encouraged to utilize LID technologies (i.e. permeable pavement, rain gardens, rain barrels) in the future.	Ecologist		Noted and Agreed. This language is reflected in the updated EIS (Beacon 2025)
Burnside agrees with TRCA general comment #2 within the letter dated March 13, 2024 regarding the setback values.	Ecologist		Noted
<u>Additional Requirements and Comments</u>			
Any copies of the approved terms of reference should be provided within the appendices.	Ecologist		Noted and provided with this resubmission.

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Correspondence with agencies including the TRCA, MECP, and MNRF should be provided.		Ecologist	Noted and provided with this resubmission.
A review of the TRCA's Carruthers Creek Watershed Plan 2021 - 2023, should be included in the EIS.		Ecologist	Noted and provided in the Revised EIS included with this resubmission.
A review of citizen science applications including naturalist and eBird should be provided. Records should be reviewed for rare, endangered, threatened, or species of special concern.		Ecologist	A review of citizen science applications including naturalist and eBird reviewed for rare, endangered, threatened, or species of special concern has been provided within the Revised EIS included with this resubmission. No additional species of conservation concern were noted.
The locations of breeding bird surveys stations should be provided. It is not clear if distinct point counts, transect surveys, or a combination of both approaches were utilized.		Ecologist	The Breeding Bird methodology is detailed in Section 3.3.3 of the Beacon EIS (2025). The breeding bird community was surveyed using a roving type survey focusing on the eastern and western tablelands and adjacent woodland edges. These areas were walked to within 50 m and all birds heard or observed and showing some inclination toward breeding were recorded as breeding species. Results included birds detected more distantly from within the central valley, although this area was not surveyed exhaustively. All birds heard and seen were recorded in the location observed on an aerial photograph of the site
Red Mulberry (END) was identified through the NHIC in the adjacent lands. The proponent should confirm that Red Mulberry was not present within the Subject Lands.		Arborist	The Arborist Report provided with the original submission does not list Red Mulberry in the Tree Inventory and thus, it should be generally accepted that none are present within the Subject Lands. Further, Red Mulberry was not recorded on site during the seasonal field surveys.
The extent of the Significant Valleylands should be mapped. It is not clear to where the extent of this feature occurs based on the figures provided. The proponent should differentiate between the extent of Significant Woodlands versus Significant Valleylands, currently these features are referred to as "Staked Feature Limit (TRCA, August 2021)" on figures 2 and 3.		Ecologist	A natural feature staking was conducted with the agencies in order to stake the outermost natural feature limit on the subject property. This was determined by the greater of the dripline or the physical top of slope. This method was led and accepted by the agencies in the field in order to ensure that the buffer was applied to the outermost feature limit.
Section 8.8 of the EIS states that no vegetation clearing should occur between mid-April and mid-July. Vegetation clearing in complex systems should not occur between April 1 – August 31.		Ecologist	Noted and reflected in the updated EIS document. Subject to a nest check, removals outside of complex systems, can occur in the shoulder seasons as indicated in Section 8.8
The installation of stormwater services using directional boring is understood to reduce impacts to the significant valleyland and significant woodlands. Additional information on installation of the headwalls and armored spillways is requested at the detailed design stage to ensure that natural heritage features and functions are not being impacted.		Civil Engineer	Noted. Additional Information will be provided, at the detailed design stage, as required.

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Per Table 18 of the City of Pickering Official Plan, the minimum vegetation protection zone (VPZ) adjacent to significant woodlands is a minimum of 10 m or 30 m within the greenbelt plan area. It is understood that the Subject Lands, the Birchwood Estates, were approved for a country residential development in 1998. As stated within the EIS, per section 5.2.1 of the Greenbelt Plan,		Planner	Noted and Agreed.
“Where a zoning by-law was amended prior to December 16, 2004 to specifically permit land use(s), this approval may continue to be recognized through the conformity exercise described in section 5.3, and any further applications required under the Planning Act or the Condominium Act, 1998 to implement the use permitted by the zoning by-law are not required to conform with this Plan.” As such, Burnside acknowledges that a 30 m setback from Significant Woodlands is not required per the Greenbelt Plan. Section 13.9 of the City of Pickering Official Plan states the following in reference to the Birchwood Estates, “ensure that development is undertaken in a manner that respects environmental features such as Carruthers Creek and its tributaries to the satisfaction of the City and the conservation authority” The proposed buffers zones are not always consistent with the minimum VPZ of 10 m specified within Table 18 of the City of Pickering Official Plan and outlined within the EIS for the lands adjacent to Significant Woodlands. There are numerous locations where the grading extends into the 10 m buffer to protected vegetation. All buffers must be protected from grading.		Ecologist	See above response
The turning circles of the proposed western road appear to end immediately at the edge of the staked dripline, leading to significant encroachment into the proposed 20 m buffer. It can be presumed that impacts to tree root systems and tree mortalities are likely as a result of grading and paving.		Arborist	Plan has been revised to minimize encroachment. Figure 3 of the EIS shows revised configuration and grading requirements.
a) It is not clear if the proponent considered if the road alignment can avoid the encroachment into the VPZ of the adjacent significant woodland.		Ecologist	The plan has been updated to minimize any encroachment into the VPZ.
b) Impacts to the significant woodlands have not been appropriately considered.		Ecologist	The EIS has been updated to reflect a revised plan that does not encroach into features or buffers. Potential impacts and mitigation measures have been identified to ensure no negative effects on the staked feature.
c) The lack of VPZ for the forested areas to the south of the proposed road is not acceptable.		Architect/Ecologist	Please review revised plan. A 10 m buffer has been applied to the staked feature limit in all areas. There is no requirement to buffer the woodland south of 5th Concession on the subject property as the roadway negates this requirement.
i) Encroachment into the significant woodland VPZ to is required accommodate the proposed swale along the majority of the length of the eastern road.		Architect/Ecologist	The swale is required to be maintained in the outer edge of the buffer. These lands will be naturalized post construction.

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ii) It is not clear if the proponent considered if the road alignment and lot configurations can eliminate encroachment into the VPZ of the adjacent significant woodland.	Architect/Ecologist	Please review revised plan that has been adjusted to minimize encroachment.
iii) Impacts to the adjacent woodlands resulting from the reduction in the VPZ have not been discussed.	Ecologist	Impacts to the woodland resulting from minor encroachment into the MVPZ are quantified
The Wetland Water Balance Assessment (Beacon, 2024) identifies that a mitigation plan to maintain water balance to wetlands as outlined within the Stormwater Management Criteria Document (TRCA, 2012) should be provided.	Hydro G/Engineer	The SWM Strategy will maintain existing wetland runoff volumes.
a) It is not clear if the proposed mitigation measures (i.e. LIDS) are the sole mitigation measure used to maintain water balance to the on-site wetland.	Ecologist	LID measures have been considered in order to provide a treatment train approach to SWM providing the necessary quality and erosion controls, in addition to water balance benefits.
b) Additional details should be provided within the EIS if there is any post-construction monitoring proposed to confirm impacts to wetlands are not occurring.	Ecologist	At the request of TRCA, a Wetland Risk Evaluation has been prepared by Beacon (2023c) for the swamp community within the valley corridor. The results of this assessment indicate that the wetland community was determined to be Low Risk, as it is unlikely that the proposed development will have a substantial impact on the hydrology of this community. No requirements for monitoring were determined to be required post-construction.
The buffer planting plan should be provided once available. Dense buffer plantings consisting of suitable shrubs and trees in addition to seeding should be considered in areas where reduced buffers or headwalls and spillways are proposed.	Ecologist/Landscape Architect	A Buffer Planting Plan has been prepared by Beacon (2025) for the buffer areas and have been provided as part of the resubmission.
Additional clarification regarding mitigation measures to prevent encroachment and dumping into the retained natural heritage features should be provided. Currently the EIS report states the following: “People and pets and bringing trampling of and damage to vegetation, disturbance to ground nesting birds, loss of small mammals, which can be managed through fencing signage, and trails”.	Ecologist	As noted in Section 8.3 of the EIS, the central valley feature will be dedicated to a public authority to be maintained as Environmental Protection in the long term. Rear yards abutting the valley will be fenced to prevent encroachment into the feature by humans and anthropogenic uses.
a) Clear commitments to mitigation measures should be provided.	Ecologist	See Section 8 of the updated EIS.
b) Additional details regarding the locations of trails, signage, and fencing should be provided.	Ecologist	This will be prepared as a condition of approval.
No construction activity or machinery should be permitted beyond the silt fence limits of construction.	Project Manager	Noted and Agreed.
The measures outlined within the Clean Equipment Protocol for Industry (Halloran et al. 2016) should be implemented to prevent the spread of invasive species.	Project Manager	Noted and Agreed.

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<u>Conclusions</u>			
There are outstanding concerns regarding the lack of a suitable VPZ to prevent impacts to Key Natural Heritage Features. The development as presented will need to be revised to provide greater setback (including grading) from these features. Commitments to additional on-site mitigation measures to support the development are also required.	Project Manager		All comments have been addressed in this Comment Response Matrix and within the Revised Items provided with this resubmission.
<u>Recommendations</u>			
Based on the information provided within the EIS, it is Burnside's opinion that the approval related to Natural Heritage should not move forward at this time until the outstanding comments regarding VPZ encroachment are addressed.	Project Manager		All comments have been addressed in this Comment Response Matrix and within the Revised Items provided with this resubmission.
<u>Fire Services</u>			
We will need to see location of fire hydrants, they need to be within 90m of each principal entrance.	Engineer		Noted. Hydrants will be provided within the distance required for each dwelling entrance.
Can we please confirm the length of the two roads. Cul de sacs are permitted if the road do not exceed 150m in length. Both of these roads appear to exceed this distance and would therefore require an Emergency Access route (secondary entrance).	Planner		The Road lengths have been shorted and deemed acceptable to the Fire Department so no emergency access is required or sprinklers.
The two cul-de-sacs are required to have a minimum 12m radius.	Architect		13m radiuses are implemented which exceeds the standard.
<u>Engineering Services</u>			
<u>Development Services</u>			
<u>General Comments</u>			
The Owner shall satisfy all requirements, financial and otherwise, of the City of Pickering. This shall include, among other matters, the execution of a subdivision agreement between the owner and the City of Pickering concerning the provision and installation of services, grading, drainage and other local services and including the following:	Project Manager/Subdivision Agreement		Noted and Agreed.

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a. that the Owner satisfy the Director, Engineering Services respecting a stormwater drainage and management system to service all the lands in the subdivision, and any provisions regarding easements. b. that the Owner satisfy the Director, Engineering Services for contributions for stormwater management maintenance fees. c. that the Owner satisfy the Director, Engineering Services respecting submission and approval of a grading control plan. d. that the Owner satisfy the Director, Engineering Services respecting the submission and approval of a geotechnical soils analysis. e. that the Owner satisfy the Director, Engineering Services respecting the authorization from abutting landowners for all offsite grading. f. that the Owner satisfy the Director, Engineering Services respecting the construction of storm sewers, sidewalks and boulevard designs. g. that the Owner satisfy the City respecting arrangements for the provision of all services required by the City.				

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h. that the Owner satisfy the appropriate authorities respecting arrangements for the provision of underground wiring, street lighting, cable television, natural gas and other similar services. i. that the cost of any relocation, extension, alteration or extraordinary maintenance of existing services necessitated by this development shall be the responsibility of the Subdivider. j. that the Owner convey to the City at no costs: i. any easements as required. ii. any reserves as required by the City. k. that the Owner convey any easement to any utility to facilitate the installation of their services in a location(s) to the satisfaction of the City and the utility. l. that the Owner arrange at no costs to the City any easements required on third party lands for servicing and such easements shall be in a location as determined by the City and/or the Region and are to be granted upon request at any time after draft approval. m. that the Owner make arrangements with the City respecting a Construction Management Plan, such Plan to contain, among other things: i. details of erosion and sedimentation controls during all phases of construction and provide maintenance requirements to maintain these controls. ii. addressing the parking of vehicles and the storage of construction and building				
iii. confirmation that the City's Noise By-law will be adhered to and that all contractors, trades and suppliers are advised of this By-law. iv. the provision of mud and dust control on all roads within and adjacent to the site. v. type and timing of construction fencing. vi. location of construction trailers. vii. details of the temporary construction access.				

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n. that the Owner satisfy the City with respect to the provision of temporary fencing around the entire perimeter of the subject lands during construction, prior to the commencement of any works. o. that the Owner submit a boulevard street tree planting plan to the satisfaction of the City. p. that the Owner ensure that the engineering plans are coordinated with the streetscape/architectural control guidelines and further that the engineering plans coordinate the driveway, street hardware and street trees to ensure that conflicts do not exist, asphalt is minimized, and all objectives of the streetscape/architectural control guidelines can be achieved. q. that the Owner satisfy the City respecting the submission of appropriate engineering drawings that detail, among other things, City services, roads, storm sewers, sidewalks, lot grading, streetlights, fencing and tree planting, and financially-secure such works. r. that the engineering plans be coordinated with the architectural design objectives.			
Fencing will be required for lots and blocks, adjacent to, or backing onto, erosion hazard and/or unstable slope areas, backing on to Open Space Lands and as per the Noise Attenuation Report.	Project Manager		Noted and Agreed.
The owner shall agree in the Subdivision Agreement: a. to commit to provide appropriate information to all perspective buyers of lots adjacent to the publicly owned natural heritage system through all agreements for purchase and sale, sales information and community maps to ensure that the land owners are well informed that private use and/or access to the open space blocks shall not be permitted and reflect the intent of the following: “The open space (NHS) adjacent to the subject property is considered to be part of the publicly owned natural heritage system and will be maintained for environmental protection. Please note that uses such as private picnics, barbeque or garden areas; and/or dumping of refuse (i.e. grass/garden clippings, household compostable goods, garbage, etc.) are not permitted on these lands.”	Project Manager/Subdivision Agreement		Noted and Agreed.
The City of Pickering's Fill & Topsoil Disturbance By-law prohibits soil disturbance, removal or importation of material to the site unless a permit has been issued. No on-site works, including vegetation removal, prior to Draft Plan Approval is permitted.	Project Manager		Noted and Agreed.
That the owner, through the approval of the Utility Coordination Plan for the location(s), is to enter into an agreement with Canada Post Corporation for the provision of community mailboxes including technical specifications and financial terms.	Project Manager		Noted and Agreed.

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Approval from Toronto Region Conservation Authority (TRCA) and Central Lake Ontario Conservation Authority (CLOCA) will be required for any works within the regulated TRCA and CLOCA lands.	Project Manager	Noted and Agreed.
That the Owner satisfy the City of Pickering with regards to the Development Services Engineering Review Fee, Residential Lot Grading Review Fee and Development Services Inspection Fees.	Project Manager	Noted and Agreed.
Confirm whether an Environmental Activity and Sector Registry (EASR) registration or a Permit to Take Water (PTTW) will be required from the Ministry of Environment, Conservation and Parks (MECP).	Hydrogeologist	A dewatering assessment will be completed prior to construction which will include an impact assessment and mitigation plan. Effective July 1, 2025, amendments to Ontario Regulation 63/16 move construction site dewatering activities to a registration-first approach by removing the volumetric restriction such that proponents would be required to self-register construction dewatering activities online on the Environmental Activity and Sector Registry (EASR) regardless of the volume of water taking. An EASR will be applied for through the MECP, as necessary.
Remove the name Balsam Road from all plans. The roadway name is Sideline 4.	All Plans	Noted and Adhered to.
The applicant will be required to extend Fifth Concession Road from Sideline 4 to the west private road, thus eliminating the need for the cul-de-sac fronting Lot 5. This will include the reconstruction of the intersection of Sideline 4 and Fifth Concession Road to a t-intersection. The west private road will connect to both Sideline 4 and Fifth Concession Road. In addition, the city will require a 6m road widening.	Civil Engineer/Traffic Engineer	This road connection to 5th Concession Road is not required from 1) a traffic perspective since the traffic forecast demand is low, 2) Nor from fire department requirements, fire access is available from Sideline 4, 3) We do not have frontage or dual frontage units along 5th Concession, 4) that the construction of this roadway connection is not feasible due to environmental constraints and 5) It contradicts the estate nature of the proposed development. The Draft Plan was revised so that a 6m road widening of 5th Concession Road is provided (Block 6).
In respect to comment 10 above, a turning circle will be required at the end of Fifth Concession Road as the City will be required to maintain it.	Civil Engineer/Traffic Engineer	The Draft Plan was revised so that the applicant is not required to extend 5th Concession Road.
The applicant will be required to provide a 6m road widening (on the north side) for the extension of Fifth Concession Road.	Civil Engineer/Traffic Engineer	Road Widening is now incorporated on the Plans.
<u>Draft Plan of Subdivision</u>		
Provide an updated draft plan to show the road widening for dedication as public highway as per comment 12 above.	Project Manager	The required revised Draft Plan is provided with this resubmission.

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A 0.3m reserve will be required in the following locations (as detailed on the “Coloured Plan”):			
• West lot line of Lot 1 & Lot 6. • South side of Lot 5 extending from the east side of Block 20. • South side of Lot 13.	Project Manager		Noted and Provided.
<u>Draft Plan of Condominium (Common Element)</u>			
Provide the curb radii for the accesses at Sideline 4 and Fifth Concession Road.	Civil Engineer		A curb return will be provided. They have been drafted in at a radii of R=7.50m. Further curb termination/grading details will be provided at detailed design.
<u>Concept Plan</u>			
Show the existing edge of asphalt on Sideline 4. This should connect to the proposed curb line for the West entrance.	Architect		Noted and provided on revised Plan.
Provide the snow storage area on the plan.	Architect		Noted and provided on revised Plan.
Fire Services requires a secondary emergency access for roadways that are longer than 150m. If this is not possible, the homes may be required to be sprinklered.	Project Manager		Road lengths have been reduced and accepted by the Fire Department. Therefore, secondary emergency access nor sprinklers are not required.
<u>Functional Servicing and Stormwater Management Report (FSSR)</u>			
Provide the contact information of the current owner in the report.	Civil Engineer		The required information is provided within the revised FSSR.
Phased erosion and sediment control plans will be required for each phase of construction (earthworks, site servicing, and building construction) with the detailed design.	Civil Engineer		Noted.
<u>Functional Grading & Servicing Plan (FSGP)</u>			
Provide the site application numbers (SP 2023-04, A13-23, CP 2023-05) on the plan.	Civil Engineer		Noted and revised.
Provide the City of Pickering benchmark that was used to obtain the topographical information.	Surveyor/Civil Engineer		The benchmark used was Town of Ajax Benchmark No. 709, elevation 108.660.
The location of Maintenance Hole (MH) 1 is located on the property line. Relocate MH1 to be within site limits.	Civil Engineer/All Plans		MH 1 has been relocated as required. See revised Plans.
Provide spot elevations for the buffer zone area.	Surveyor		See Grading Plan with elevations shown within buffer area.

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Provide the top and bottom elevations of all 3:1 slopes.		Survey	Proposed 3:1 sloping includes top/bottom elevation points. Existing sloping on site that will not be affected by the development contains contour lines showing the elevations.
Provide additional grades up to 15m beyond the limit of the subdivision. Ensure that existing elevations around the property line are matched by the proposed elevations.		Civil Engineer	Existing contour lines with elevations are provided on the plans which demonstrate the drainage.
A portion of the swale, on the east side of the site, is shown on private (freehold) property. It should be fully within the Common Elements. The City will not maintain the swale. Relocate it to be fully within the condo property. Also, the drainage within the swale is to be captured in a ditch inlet and directed to the proposed 1200mm diameter private storm sewer at the south end of the property at MH18.		Civil Engineer	The eastern swale has been revised to be entirely within the open space block (Block 13). Refer to Section 3.2.1 and 3.2.2 in the revised SWM Report for discussion on the drainage scheme for the flows in the eastern swale.
The outlet for the east storm sewer cannot be located within the Fifth Concession Road allowance. It must outlet within Block 15. An easement in favour of the condominium corporation will be required for the long-term maintenance of the outlet. Provide details of how access to the headwall and pipe will be provided.		Civil Engineer	The headwall location has been revised to be outside fifth concession ROW. An easement has been shown on the plans. Access to the headwall for maintenance is available from the existing driveway entrance at the northwest corner of Dexshire Street/5th Concession Road, which will remain. Spot elevations in the area have been provided demonstrating grades between 2% and 5% which construction vehicles can access. The USF for lot 13 will be coordinated in detailed design to ensure any future pipe excavation for the storm sewer does not undermine the footings.
The outlet for the west storm sewer will require an easement in favour of the condominium corporation for the long-term maintenance of the outlet. Provide details of how access to the headwall and pipe will be provided.		Civil Engineer	At the location of the headwall, the existing slope is approximately 20% (7m vertical for 35m horizontal), which is accessible by construction workers. An excavator may require some minor temporary grading at the top of the slope to allow for the bucket of the excavator to reach the bottom of the valley. Any future grading that may occur for this maintenance work would be restored to original conditions and the contractor shall follow all applicable laws for working on an embankment.
<u>Supplementary Geotechnical Investigation</u>			
Ensure the Supplementary Geotechnical Investigation is sealed (signed and dated) in accordance with Professional Engineers Ontario (PEO) guidelines.		Geotechnical Engineer	Report is signed and sealed.
<u>Preliminary Hydrogeological Investigation</u>			
Ensure the Preliminary Hydrogeological Investigation report is sealed (signed and dated) in accordance with Professional Engineers Ontario (PEO) guidelines.		Hydrogeological Engineer	Report is signed and sealed.

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<u>Phase One Environmental Site Assessment</u>			
Ensure the Phase One Environmental Site Assessment report is sealed (signed and dated) in accordance with PEO guidelines.	Environmental Engineer		Report is signed and sealed.
<u>Arborist Report</u>			
Provide an updated arborist report as it currently only covers the west portion of the site. See Landscape & Parks Development comments below.	Arborist		The Arborist Report applies to the entirety of the site. Trees on the east portion of the site are all within the staked feature limit and protected with a buffer. No update is required.
<u>Noise Impact Study</u>			
Development Services has no comments on the Noise Impact Study.	Project Manager		Noted.
<u>Water Resources Comments</u>			
The design shall be completed in accordance with the City of Pickering Stormwater Management Design Guidelines. Include a reference in Section 1.0 of the SWM Report.	Civil Engineer		Noted and provided with this resubmission.
The target flow rates used in the design are based on Equation 2 for the Carruthers Creek watershed, however the site is located in the watershed area that requires a Quantity Control Assessment (refer to Carruthers Creek Stormwater Management Quantity Control Release Rates figure). Provide confirmation from TRCA that they are in agreement with the proposed design approach.	Civil Engineer		The quantity control scheme and discussion has been revised to reflect a post-to-pre control target.
Review and revise the drainage area to swale sections 1 and 2 in the Overland Flow and Swale Sizing calculations in Appendix A, as they do not appear to be correct.	Civil Engineer		Swale calculations have been updated and are conservatively based on the entire drainage area for the full length of the swale at its flattest grade (no longer split into subsections).
Further to the above comment, review the swale capacity calculations for the east swale, in Appendix A, as the resulting capacity and velocity appear to be incorrect.	Civil Engineer		Drainage areas and swale calculations have been updated.
Provide a summary table for the post development-controlled outflows for all the identified site outlets and the total site discharge. The summary table shall include the drainage areas and flow rates, demonstrating that the proposed quantity controls will limit the post development flows to the pre-development flows for the total combined site outflow.	Civil Engineer		Refer to Table 4 in Section 4.2.1 in the revised FSSR for a summary table of the controlled site flows showing that all storm events are controlled to at or below pre-development levels.
The 0.4% exceedance in the post development-controlled flow rate at Node 3101 is documented in the Visual Otthymo model and is subject to approval by TRCA.	Civil Engineer		Noted and Agreed.

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Stage-Storage-Discharge details shall be provided as part of the functional design, consistent with the information input in the route reservoir command in the model.		Civil Engineer	The revised quantity control design has used stage-storage calculations for the volume provided by the storm sewer pipes and manholes and stage-discharge calculations for the flow restriction provided by the proposed orifice plates. The resulting discharge-storage curves were used in the Route Reservoir nodes of the Visual Otthymo model.
The digital model files shall be included in the next submission. Refer to the City SWM Design Guidelines for reporting requirements.		Civil Engineer	Noted and provided with this resubmission.
The use of amended topsoil, permeable pavers and rain barrels are not credited in satisfying the erosion control volume requirements. Additional infiltration volume must be provided to satisfy the criteria.		Civil Engineer	Noted.
The erosion control for the roadway areas require additional LID measures in order to satisfy the criteria. The design shall demonstrate that the first 5 mm of runoff from all impervious surfaces (i.e. rooftops, driveways rights-of-way) will be retained on the site. Revise the design accordingly.		Civil Engineer	Refer to Section 4.3.3 for discussion on the infiltration/bioretention at the storm outfalls. Preliminary LID sizing and calculations showing that 5mm of runoff can be infiltrated from the storm sewer catchments is provided in Appendix G.
The infiltration/bioretention area shown at each storm outlet on Drawing FSGP does not appear to provide the required bottom area of the trench identified in the infiltration trench calculations in Appendix E. Furthermore, the infiltration/bioretention feature shall be located on private property. Review and revise the design accordingly.		Civil Engineer	The infiltration/bioretention area has been revised on Drawing FSGP as per the revised sizing presented in the FSSR. The infiltration/bioretention area is required to be at the storm outfall so that the drainage area captured by the storm sewer can be infiltrated, resulting in the infiltration/bioretention being located on public property. The infiltration feature is intended to be passive and has pre-treatment in the form of an OGS. Therefore, the infiltration feature has no expected maintenance requirements for the City. Should the location not be acceptable, it will not be possible to achieve all of the water balance, erosion control, and quality control requirements, which will instead be pursued on a "best-efforts" basis (through detailed design).
Review and revise the infiltration trench design, to ensure the required 80% TSS removal is achieved for the roadway runoff by a treatment train approach, combined with the proposed OGS unit credited for 50% TSS removal.		Civil Engineer	Updated discussion has been provided on the treatment rates provided by the OGS units, infiltration measures, and the resulting overall treatment trains. An "Enhanced" level of treatment (80% TSS removal) has been provided. Refer to Section 4.2.2 within the revised SWM Report.
The following comments are to be addressed at detailed design:			

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The culvert conveyance calculations were not provided in Appendix A, as referenced in section 3.2.2. Detailed culvert sizing calculations shall be provided for both driveway entrances at Fifth Concession Road and Sideline 4.	Civil Engineer	Acknowledged.
All proposed LID measures must be located solely on private property and must be owned and maintained by the property owner. All necessary information regarding the function and maintenance of the LID must be included in the purchase agreements. A section 119 Restrictive Covenant is to be registered on title prohibiting the alteration or removal of the LID measures. Add appropriate notes on the site servicing plan.	Civil Engineer	Acknowledged. Notes regarding the swale will be incorporated at detailed design on either the site servicing plan, or grading plan.
The storm sewer design, including the inverts of the watermain, etc., shall be provided at the detailed design stage, to the satisfaction of the City and Region.	Civil Engineer	Acknowledged.
Include the ISO14034 ETV certification for the proposed OGS unit in Appendix D.	Civil Engineer	Acknowledged.
The product name and model number shall be inserted in the brackets in the notes provided below:	Civil Engineer	Acknowledged.
a. This plan has been approved for the installation of a (insert oil-grit separator/filtration treatment unit manufacturer name and model number) stormwater treatment unit as per the Engineer of Record's design. The oil-grit separator/filtration treatment unit specified by the Engineer of Record in the stormwater management report and on the approved site plan drawings cannot be substituted for a different model.		
b. The owner shall provide the City of Pickering certification (insert oil-grit separator/filtration treatment unit manufacturer name and model number) from the manufacturer upon installation.		
c. The manufacturer shall provide an operation and maintenance manual to the owner and to the City of Pickering. The owner is to maintain the unit as per the manual and shall provide the City with annual cleaning certificates.		
d. The owner shall provide the City with the Environmental Compliance Approval (ECA) from the Ontario Ministry of the Environment, Conservation and Parks (MECP) for the (insert type and size of unit). Should the MECP determine that an ECAs not required for the site, correspondence from the MECP shall be provided for the City's records.		
<u>Capital Projects</u>		
<u>General Comments</u>		
Capital Projects has no comments at this time. Further comments will be provided during the detailed design submission.	Project Manager	Noted.
<u>Transportation & Traffic Comments</u>		

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As per the Official Plan Edition 9, Fifth Concession Road will be classified as an Arterial Road Type B in the future. Confirm with the Region of Durham if any roadway widening will be required.	Project Manager	Road Widening is shown on the revised Draft Plan of Subdivision.
Provide an AutoTURN diagram to confirm the proposed private roads can accommodate emergency access, waste collection and snow removal vehicles.	Traffic Engineer	The Traffic Assessment Study has been revised to include swept path plans for fire emergency, waste collection and snow removal vehicles.
Update the latest draft plan of subdivision for Figure 2 in the Traffic Impact Study (TIS).	Traffic Engineer	The Traffic Assessment Study was revised accordingly.
Section 3.1 of the traffic report states that the speed limit is 50km/hour on Fifth Concession Road between Audley Road and Dexshire Drive. Revise the speed limit from 50km/hour to 60km/hour.	Traffic Engineer	The Traffic Assessment Study was revised accordingly.
In Section 3.1 Existing Road Network, it should be documented that Sideline 4 has a stop controlled intersection with Highway 7. Update and revise the report.	Traffic Engineer	The Traffic Assessment Study was revised accordingly.
Fifth Concession Road is planned to be extended easterly to Lake Ridge Road as per the City's Official Plan Edition 9. Revise section 3.2 to include this.	Traffic Engineer	The Traffic Assessment Study was revised accordingly.
As per the City of Pickering's Transportation Impact Study Guidelines, traffic data shall not exceed 3 years. Confirm if the traffic data has not been collected more than 3 years ago.	Traffic Engineer	2025 Traffic Counts were incorporated in the update to the Traffic Assessment Study.
Provide clarification in the TIS on how the 2023 existing traffic data was calculated. Indicate the percentage growth rate per annum used.	Traffic Engineer	In the revised Traffic Assessment Study, applying growth to the existing traffic data was not required when determining the Existing (2025) Traffic Volumes.
Confirm if the following intersections need to be included as part of the traffic operational analysis in Synchro: a. Highway 7 and Sideline 4; and b. Fifth Concession Road and Salem Road.	Traffic Engineer	Since the proposed Residential Subdivision will generate a low amount of trips and since the land use density within the vicinity of the Study Area is low, analyzing these intersections is not required.
<u>Landscape & Parks Development Comments</u>		
Revise the arborist report to cover the east portion of the site and ensure the study area for the Tree Inventory and Preservation Plan (TIPP) represents the entirety of the proposed development site.	Arborist	Noted and provided with this resubmission.
The report currently states that 114 replacement trees are required to compensate for the proposed removal of trees on the west portion of the site. Provide and update the required replacement trees for the entire site as per the comment above.	Arborist	Noted and provided with this resubmission.
Provide a landscape planting plan to detail the location, species, and sizes of the compensation plantings.	Landscape Architect	Note and provided with this resubmission.

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<u>Sustainability Comments</u>			
Integrated Sustainable Design Standards (ISDS) Comments Dated June 20, 2024.			Note: Sustainability Comments have been deferred to the Detailed Design and Site Plan Approval Stages. A Commitment Letter addressing the same is provided with this Re-Submission.
<u>TOWN OF AJAX</u>			
<u>Planning and Development Services</u>			
<u>Design Services</u>			
Tree removal / compensation should adhere to the Regional's Woodland and/or City's Tree Protection policies if applicable.	Arborist		Noted and Agreed.
The development limit and buffer planting plan should be satisfied by TRCA and City.	Ecologist		Noted and Agreed.
Will there be a future road connection from the intersection of 5th concession / Dexshire Street to the intersection of 5th concession and Balsam Road? Is the proposed development two separate subdivision projects that do not have any vehicular or pedestrian connection?	Planner		There will not be a future road connection from the intersection of 5th concession / Dexshire Street to the intersection of 5th concession and Balsam Road. There will be no vehicular or pedestrian connection between the two sites.
Will there be a requirement for secondary emergency accesses for both subdivisions for the sake of Fire and Safety?	Planner		No. Fire has reviewed the revised Plan confirming the shortening of private roads avoids the need for a secondary or emergency access and further avoids sprinklers within the proposed dwellings.
<u>Engineering Services</u>			
Consider the relocation of Headwall 2 and 375mm diameter directionally bored storm pipe in the Road Allowance between Concessions 4 and 5 north at rear of Lot 13.	Civil Engineer		Headwall 2 location has been revised.
Consider the relocation of 100mm diameter PVC outlet pipe in the Road Allowance between Concessions 4 and 5 north at rear of Lot 13.	Civil Engineer		The 100mm PVC pipe is watermain and is required to tie into the existing watermain.
What is the Pipe material for all Storm Servicing on site?	Civil Engineer		Pipe materials will be concrete or PVC per Pickering standards. Pipe material, class, bedding, etc. will be provided at detailed design.
Ensure the Mud Mat is routinely monitored and maintained for cleanliness by the developer to avoid mud and stone tracking on Fifth Concession Road between Dexshire Drive and Audley Road.	Project Manager		Noted. The Mud Mat will be routinely maintained by the developer.
<u>Transportation Services</u>			

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No Comments	Project Manager	Noted.
<u>Policy</u>		
No Comments	Project Manager	Noted.
<u>Central Lake Ontario Conservation Authority</u>		
Thank you for circulating CLOCA on this application. We have reviewed the property addressed 3225 Fifth Concession Road and consulted with the TRCA. It is our understanding that the application is entirely within the TRCA's jurisdiction. As such CLOCA will not be providing formal comments for this application.	Project Manager	Noted.
<u>Toronto and Region Conservation Authority</u>		
It should be noted that the TRCA Regulated Area mapping for 2024 identifies an unevaluated wetland on the east portion of the site. TRCA staff confirmed that this wetland is not present during our site staking in August 2021.	Ecologist	Noted and Agreed.
<u>General Comments</u>		
Additional information required related to the proposed infiltration and LID's	Civil Engineer	Additional details will be provided as part of the Detailed Design process associated with the Plan of Subdivision.
Setback values (in metres) to be revised on the applicable plans identifying the setback from the staked feature that is being proposed.	All Plans	Feature limits and buffers have been shown on Figure 3 of the EIS.
Slope Stability Assessment to be updated as per Comment No.8.	Geotechnical Engineer	This comment has been addressed in an email dated June 28, 2024.
TRCA staff appreciate the level of detail provided through this submission. We can generally support the proposed lot configuration subject to Comment Nos. 1 and 8 in Appendix I being addressed and associated revisions provided on all applicable plans. Prior to the submission of any Planning Act Applications, we recommend that the applicant go through another round of Pre-Submission review with the City. This will allow for more time to review the key concerns identified above. Any future submissions should be accompanied by a cover letter which identifies the requested revisions.	Project Manager	Noted. TRCA Appendix I Comment Responses provided within TRCA prepared Matrix included with this resubmission
<u>Durham District School Board</u>		
Staff has reviewed the information on the above noted file and the mandate of the Durham District School Board, staff has no objection. Students generated from this development will attend existing neighbourhood schools.	Project Manager	Noted and Agreed.
<u>Ellexicon Energy Inc.</u>		

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Further to the referenced File # OPA 23-003/P Elexicon Energy Inc. has no objection to the proposed Site Plan Application to permit the development of a residential common element condominium development consisting of 13 detached dwellings having access from two separate private roads.	Project Manager	Noted.
The applicant or its authorized representative shall consult with Elexicon Energy Inc. concerning the availability of supply voltage, service location, metering, costs and any other details. These requirements are separate from and in addition to those of the ESA. Elexicon Energy Inc. will confirm the characteristics of the available electrical supply and will designate the location of the supply point to the applicant. Elexicon Energy Inc. will also identify the costs that the applicant will be responsible for.	Utility Engineer	Noted.
The applicant or its authorized representative shall apply for new or upgraded electric services and temporary power service in writing. The applicant is required to provide Elexicon Energy Inc. with sufficient lead-time in order to ensure: a) The timely provision of supply to new and upgraded premises; and/or b) The availability of adequate capacity for additional loads to be connected in the existing premises	Utility Engineer	Noted.
Please ensure that Elexicon's approved standards and clearances are followed, for all structures, equipment, and people.	Utility Engineer	Noted.
Bell Canada		
Upon receipt of this comment letter, the Owner / Applicant is to provide Bell Canada with servicing plans / Composite Utility Plan (CUP) at their earliest convenience to planninganddevelopment@bell.ca to confirm the provision of communication/telecommunication infrastructure needed to service the development.	Utility Engineer	Noted and Plans will be provided through the Detailed Design process, as required.
The following paragraphs are to be included as a condition of approval for any Draft of Plan of Subdivision, Draft Plan of Condominium and/or Site Plan application(s):	Planner	Noted and Agreed.
"The Owner acknowledges and agrees to convey any easement(s) as deemed necessary by Bell Canada to service this new development. The Owner further agrees and acknowledges to convey such easements at no cost to Bell Canada. The Owner agrees that should any conflict arise with existing Bell Canada facilities where a current and valid easement exists within the subject area, the Owner shall be responsible for the relocation of any such facilities or easements at their own cost."		
The above-noted conditions will remain in effect until said conditions are officially cleared by Bell Canada as part of the formal approval process.	Planner	Noted and Agreed.

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To ensure that we can provide detailed provisioning comments, and to subsequently clear conditions, please ensure that all servicing plans / CUP, including updates to such plans, are sent to planninganddevelopment@bell.ca .	Utilities Engineer		Noted and Agreed.
Canada Post			
To provide mail service to the development, Canada Post requests that the owner/developer comply with the following conditions:	Planner		Noted and Agreed.
The owner/developer will consult with Canada Post to determine suitable locations for the placement of Community Mailboxes and to indicate these locations on appropriate servicing plans.	Planner		Noted and Agreed.
The owner/developer agrees, prior to offering any of the residential units for sale, to place a "Display Map" in a place readily available to the public which indicates the location of all Canada Post Community Mailbox site locations, as approved by Canada Post and the City of Pickering.	Planner		Noted and Agreed.
which advises the prospective new home purchaser that mail delivery will be from a	Planner		Noted and Agreed.
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.	Planner		Noted and Agreed.
The owner/developer agrees to provide the following for each Community Mailbox site and include these requirements on appropriate servicing plans:	Project Manager/Civil Engineering		Noted and Agreed
A Community Mailbox concrete base pad per Canada Post specifications.			
Any required walkway across the boulevard, as per municipal standards.			
Any required curb depressions for wheelchair access.			
The owner/developer further agrees to determine, provide, and fit up a suitable gravel area 30 to 60 days prior to the first occupancy to act as a Temporary Community Mailbox location(s) which may be utilized by Canada Post until the permanent mailbox pads, curbs, sidewalks, and final grading have been completed at the permanent CMB site locations. This will enable Canada Post to provide mail service to new residences as soon as homes are occupied. Specifications for this gravel area will be provided at the time the developer notifies Canada Post of the first occupancy date. (The developer should provide evidence of how they intend to co-ordinate this activity in a timely manner to a safe and clean usable area)	Project Manager		Noted and Agreed.
If Applicable, Canada Post Corporation's Multi Unit Policy will be in effect for any blocks designated to have Multi Unit Buildings. It will be the Owner's responsibility to purchase and maintain Centralized Mailboxes for this development type.	Project Manager		Noted and Agreed.

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Any institutions in this plan will be treated as a single business and will be provided mail delivery to 1 Point of Call.	Project Manager		Noted and Agreed.
The Developer will be required to provide signature for a License to Occupy Land agreement for any Condominiums and provide winter snow clearance.	Project Manager		Noted and Agreed.
There will be no more than one mail delivery point to each unique address assigned by the Municipality. As the project nears completion, it is requested that the Developer contact me directly to communicate the first occupancy date at which time Postal Coding will be provided. Existing postal coding will not apply, and new postal codes will be issued for this development.	Project Manager		Noted and Agreed.
It is requested that the developer notify all new homebuyers of the process to initiate Mail Delivery. Once the homeowner has closed their home sale, the new homeowner can go to the local Post office and show their warranty documentation as well government ID (i.e., A driver's license for identification) to begin the process of requesting mail delivery. Of note, any mail which sent to this homeowner in the interim – to this new address - will also be available for pickup at this local Post Office - this is where mail will be held until mail delivery begins.	Project Manager		Noted and Agreed.
The complete guide to Canada Post's Delivery Standards can be found at: https://www.canadapost.ca/cpo/mc/assets/pdf/business/standardsmanual_en.pdf	Project Manager		Noted and Agreed.
<u>Enbridge</u>			
Enbridge Gas does not object to the proposed application(s) however, we reserve the right to amend or remove development conditions.	Project Manager		Noted and Agreed.
This response does not constitute a pipe locate, clearance for construction or availability of gas. The applicant shall use the Enbridge Gas Get Connected tool to determine gas availability, service and meter installation details and to ensure all gas piping is installed prior to the commencement of site landscaping and/or asphalt paving. (https://enbridge.outsystemsenterprise.com/GetConnected_Th/Login2?OriginalURL=https%3A%2F%2Fenbridge.outsystemsenterprise.com%2FGetConnectedApp_UI%2F) If the gas main needs to be relocated as a result of changes in the alignment or grade of the future road allowances or for temporary gas pipe installations pertaining to phased construction, all costs are the responsibility of the applicant. In the event that easement(s) are required to service this development, and any future adjacent developments, the applicant will provide the easement(s) to Enbridge Gas at no cost.	Project Manager		Noted and Agreed.