

APPENDIX D: Halton Region comments – May 25, 2022 - SP.1601.029/01



May 25, 2022

Legislative and Planning
Services
Planning Services
1151 Bronte Road
Oakville ON L6M 3L1

Ms. Leigh Musson, Manager-East
Current Planning
Planning Services Department
Town of Oakville
1225 Trafalgar Rd
Oakville, ON L6H 0H3

Dear Ms. Musson:

**RE: Region of Halton Comments –2nd Submission-Updated
Proposed Site Plan
File: S.P.1601.029/01
772 Winston Churchill Limited Partnerships
772 Winston Churchill Boulevard**

Regional staff forwarded comments dated March 9, 2022 in response to the circulation of a 2nd submission on January 7, 2022 in relation to the above-noted application. This further letter provides updated comments with regard to land use compatibility and transportation (dedication of lands to Halton). Changes to these sections/conditions are highlighted in italics and red colour for ease of reference. This replaces our March letter.

Two warehouse buildings continue to be proposed, however the floor area is revised (now 30,906 m2 and 29,203 m2).

The Region provided comments on the previous submission in a letter dated August 19, 2021. The comments identified concerns for matters of Regional interest in relation to:

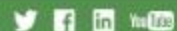
- land use compatibility
- natural heritage system
- archaeology
- environmental site contamination
- water and wastewater servicing
- transportation

Provincial Policy:

The 2020 Provincial Policy Statement (PPS) and 2020 Growth Plan (GP) promote within settlement areas, development that will include commercial, industrial, and

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manufacturing uses that create employment and serve the operational function and economic viability of the planned uses within employment areas.

Once in receipt of revised site plan submission that satisfactorily addresses our technical comments/concerns identified in this letter, and the fulfillment of all conditions, we would consider the application to be consistent with the PPS and conform to the GP, with regard to matters of Regional interest as it relates to site plan applications.

Region of Halton Official Plan:

*Part III: Land Stewardship Policies:
Land Use:*

The subject lands are designated 'Urban Area' within the 2009 Regional Official Plan (ROP). The Urban Area policies of the ROP provide that the range of permitted uses and the creation of new lots within the Urban Area will be in accordance with Local Official Plans and Zoning By-laws. All development, however, shall be subject to all other relevant the policies of the Regional Plan.

The subject lands also within an "Employment Area" per the ROP. The related policies within the ROP contemplates a balance of employment uses within urban areas that include industrial and commercial uses to meet long-term needs.

*Part III: Land Stewardship Policies:
Regional Natural Heritage System:*

A watercourse (Clearview Creek) that is within the Credit Valley Conservation (CVC) Authority's regulatory area traverses the subject lands.

Credit Valley Conservation (CVC) staff provide environmental advisory and technical review services to the Region in relation to the protection of certain natural heritage features and areas and natural hazard management.

As condition of approval we will require receipt of comments from the CVC indicating that their concerns in relation to this application have been addressed.

Land Use Compatibility

A "Land Use Compatibility Assessment (Air), dated December 2021 and prepared by Ortech, was submitted with this revised submission. A "Preliminary Environmental Noise Report and Land Use Compatibility Report", dated December 2021 and prepared by Jade Acoustics was also submitted. The Region has engaged the services of a

consultant to undertake a peer review of these studies. Further comments in relation to land use compatibility will be forwarded once received. The applicant will be required to cover the cost of the peer review.

Peer review comments were provided by Dillon Consulting in a letter dated April 18, 2022. Under the section on Air Quality review comments it makes four points and supports the conclusions of the study, however recommends the report be updated to appropriately reflect the potential impact from idling vehicles. We request an update be provided in this regard.

With regard to Noise Impacts, three points are provided. We request that the applicant provide an updated report/letter to address these points. We note that with regard to item 3, from the Region's perspective we are satisfied that our requirements are met, however Town noise by-laws should be addressed to their satisfaction.

Cumulative Impacts-Air Quality

The Peer Review letter provided an opinion in relation to cumulative impacts for air/noise from the subject application and that of the neighbouring proposal (560 Winston Churchill, S.P.1601.028/01). With regard to air quality it notes that given the differing methodologies used between the reports prepared for each file it was difficult to comment on the cumulative impacts from the two projects. However, it also states: "Dillon recommends that when considering the nature of the proposed facilities and the expected emissions, the potential for cumulative impacts is low." In consideration of this, from the Region's perspective we have no further concerns in this regard.

Cumulative Impacts-Noise

With respect to Noise impacts, the peer review notes that the properties with the greatest potential to experience cumulative noise impacts were identified to be residential houses located at 658 Winston Churchill Boulevard and 645 Winston Churchill Boulevard (east side of Winston Churchill).

While the peer review believes that the cumulative noise impact would likely be less than 3dBA and thus typically imperceptible, it goes on to state:

"To fully understand the potential quantitative cumulative noise impacts from both industrial uses on the surrounding sensitive receptors, a stationary noise assessment should be completed by a Qualified Acoustic Consultant encompassing the operations of both 560 Winston Churchill Boulevard and 772 Winston Churchill Boulevard proposed facilities."

We request that the noise report be updated to assess the cumulative noise impact, in particular as it relates to the above-noted two properties.

*Part IV: Healthy Community Policies
Environmental Quality-Land:*

Section 147(17) of the Regional Official Plan requires the proponent of a development proposal to determine whether there is any potential contamination on the site they wish to develop, and if there is, to undertake the steps necessary to bring the site to a condition suitable for its intended use. The Region further expects that the proponent will follow the processes outlined in O. Reg. 153/04 in the preparation of supporting documentation.

A Phase II Environmental Site Assessment (ESA) prepared by EXP (April 22, 2020) was submitted with the initial application.

In our August 19, 2021 comments we requested that a Phase II ESA report to O.Reg 153/04 standards be submitted. Included in the 2nd submission was a Phase II ESA report, prepared by EXP and dated December 2021. This report was prepared in accordance with O.Reg 153/04. The report indicates that no unacceptable risks are anticipated to human and ecological receptors that be present on the site. As such, the Region has no further concerns in this regard.

*Part IV: Healthy Community Policies
Cultural Heritage Policies-Archaeological Resources:*

The ROP also contains policies with respect to archaeological potential, and the preservation and mitigation and documentation of artifacts. Section 167.6 requires the submission of an Archeological Assessment where development is proposed in an area having archaeological potential.

A Stage 1 Archaeological Assessment dated October 2021 prepared by Wood, was provided with the revised submission. This report notes that a Stage 2 Archaeological Assessment is not warranted. We require that a clearance letter from the Ontario Ministry of Heritage, Sport, Tourism, and Culture Industries (MHSTCI) be provided as a condition of site plan approval.

Note:

- The proponent is cautioned that during development activities, should archaeological materials be found on the property, the Ontario Ministry of Heritage, Sport, Tourism and Culture must be notified immediately (416-212-8886 or archaeology@ontario.ca). In the event that human remains are

encountered during construction, the proponent should immediately contact the appropriate authorities (police or coroner) and all soil disturbances must stop to allow the authorities to investigate and the Registrar of Cemeteries to be consulted.

Other Regional Comments:

Water and Wastewater Servicing:

Regional Staff note the proposed use is to connect to the Regional water and wastewater system in accordance with section 89(3) of the ROP. Section 58-1.1 (Part 3: Land Stewardship Policies –Development Criteria) states that uses are permitted as specified for each land use designation provided that an adequate supply of water and treatment of wastewater for the proposed use has been secured to the satisfaction of the Region.

Existing Services:

Watermain:

There is no watermain located adjacent to the property.

Please note that the applicant should undertake their own fire flow testing in the area in order to confirm the design requirements for domestic water supply and fire protection.

Sanitary Sewer:

There is no sanitary sewer located adjacent to the property.

Water and Wastewater Servicing:

Prior to submission of this site plan application the Owner for 772 Winston Churchill Boulevard had their engineering consultant prepare an updated Functional Servicing Report. This FSR was prepared by A. M. Candaras Associates Inc. and dated August 31, 2020. This FSR was a comprehensive study that addressed the servicing at 772, 560/570/580 and 568 Winston Churchill Boulevard.

Regional staff has reviewed this report and have indicated that the preferred servicing option to service this site is to construct a gravity sanitary sewer through the Town of Oakville's open space block to the west of the property and to extend a new watermain on Winston Churchill Boulevard. The Region's servicing conditions reflect this servicing strategy. However, for the sanitary sewer servicing, the conditions are based on the assumption that a Regional easement can be obtained from the Town of Oakville over

their open space block, etc. Should the Town not allow a Regional easement over these lands then the proposed servicing of this site will have to be re-evaluated and another servicing alternative selected.

Servicing of 568 Winston Churchill:

The Region also has a concern about servicing the property located at 568 Winston Churchill Boulevard. Since the sanitary sewer servicing of the subject lands will be through the Town of Oakville's open space block the property at 568 WCB will not have access to the proposed sewer. The FSR addressed this issue by recommending a private sanitary sewer forcemain be extended from 568 WCB through the property at 560 Winston Churchill Boulevard. This private forcemain would be located in a private easement on the subject lands and the necessary mutual servicing agreement for this would also have to be in place to ensure the forcemain is accessible for maintenance purposes by the owners at 568 Winston Churchill Boulevard. The Region is acceptable with the proposed method to service the property at 568 Winston Churchill Boulevard.

Water Pressures:

Please note that the FSR notes that the proposed static water pressures in this area are estimated to be 44 psi. The proposed static pressure for this area is within Regional standards but is on the lower end of the pressure range. This is a concern since the Region will require that backflow prevention devices to be installed in the proposed buildings within this development which can result in a pressure reduction at the building. This along with other friction losses in the water system for this development could result in the water pressure falling below what is allowed by the Building Code in the proposed buildings on this site. Due to this, there may be a need for a private pressure boosting pumps to be installed in the buildings as part of the plumbing system for this development.

Watermain Extension:

The extension of the watermain on Winston Churchill Boulevard will require the crossing of this watermain under the existing Canadian National Railway line located north of the site. The Owner is responsible for the design, construction, coordination, approval from Canadian National Railway and funding of all works required to work in the vicinity of the Canadian National Railway's lands and infrastructure.

Transportation:

The following information is a review of the Regional transportation matters as they relate to the proposed development

Winston Churchill Boulevard is a boundary road between Halton and Peel Regions, and is operated and maintained by Peel Region.

As per the Halton/Peel maintenance agreement, Halton comments are to be provided for the consideration of Peel Region, and are subject to change to align with comments with Peel Region. Peel Region's review and approval will also be required for any development application (including but not limited to: transportation study, access, right-of-way, etc.,).

Transportation Study:

A transportation study was completed by IBI Group dated April 2021 and required resubmission. The updated Study is dated September 2021 and is part of the January 2022 circulation package.

A function design plan with preliminary road improvements and design features, has been provided to show the proposed road improvements are feasible. This includes the traffic signal design, recommended northbound left-turn and southbound right-turn lane (storage plus tapers) at the South Access, as well as the North access design (restricted to right-in/right-out movements by the proposed centre median). The functional design plan is acceptable. The functional design plan must also be reviewed and approved by Peel Region.

The updated transportation study also reviewed the following additional items, as requested by Halton Region and Peel Region:

- North and South Access analysis, including stopping sight distance review
- Review of at-grade railway crossing standards
- Safety factors review
- Corridor review, including stopping & departure sight line analysis for driveways 759-805 (proposed), 663, 655, 645, 595, 568, 560, 555, 535 Winston Churchill Blvd, at Future Orr Road and at existing Deer Run.
- Vehicle sweep path analysis

The overall Study and corridor review findings included:

- Based on the larger previous development concept, a total of 113 and 116 two-way trips are anticipated to be produced during the Weekday AM and PM peak hours, respectively. This takes into account no trip reduction due to non-auto trips such as transit and carpooling.
- The study area intersections are anticipated to operate with sufficient reserve capacity under the 2026 Future Background and 2026 Future Total Conditions during the Weekday AM and PM Peak Hours, with the exception of the shared eastbound through / right-turn movement at the Winston Churchill Boulevard and Royal Windsor Drive intersection during the Weekday AM Peak Hour, as

identified under 2020 Existing Conditions. The identified capacity constraint may be mitigated through signal timing adjustments. Overall, the traffic generated by the proposed development is anticipated to not have a significant impact on traffic operations within the study area. No new capacity or queuing concerns are anticipated as a result of the addition of site traffic, and increases to delays are minimal.

- All known existing and proposed access and intersections along Winston Churchill Boulevard were observed to have sufficient sight line distances to accommodate vehicles movements, including heavy vehicles which require larger departure gaps.
- No major weaving, merging, pedestrian conflicts, cyclist conflicts, and heavy-vehicle conflicts are anticipated under present traffic volumes.
- Access consolidation may be considered if low-volume residential properties redevelop into uses which generate higher volumes of traffic.
- Replacement cycling facilities may be considered if Winston Churchill Boulevard is rebuilt to an urban cross-section.

The Study has been updated to address the previous comments by Halton Region and Peel Region. The Study is acceptable.

Access:

The North access, with spacing of approximately 185m north of the South access, can be supported as a right-in/right-out access. A centre median is proposed along Winston Churchill in order to restrict turns (final design approval by Peel Region) and turn restriction signage for entering & exiting vehicles. Peel Region must also support the North access as a restricted right-in/right-out access.

The South access will be a full movement signalized intersection with left and right-turn lanes. Due to the existing features existing on Winston Churchill Boulevard, such as the hydro poles/lines along both sides and the guardrail in the area of the south access (full movement, signalized), the developer will be required to design the accesses to the site based on acceptable infrastructure relocations.

Final access/intersection approvals are subject to the review and approval of the transportation impact study. Access to a Regional road must comply with the Region's By-law No. 32-17, a By-law to prohibit, restrict and regulate access to the Regional road system and the Region's Access Management Guideline (2015). Peel Region must also support and approve the accesses to the site, specifically the north access.

Right-of-Way:

Any lands within 20.75m of the centre line of the original 66ft right-of-way of Winston Churchill Boulevard (Regional Road 19) starting at the daylight triangle (at Future Orr Road) and tapering to **18m** for a distance of 245m northerly (measured from the centreline) that are part of the subject property shall be dedicated to the Region of *Halton* for the purpose of road right-of-way widening and future road improvements.

For the remaining frontage, any lands within 18m of the centre line of the original 66ft right-of-way of Winston Churchill Boulevard (Regional Road 19) that are part of the subject property shall be dedicated to the Region of *Halton* for the purpose of road right-of-way widening and future road improvements.

A daylight triangle measuring 15m along Winston Churchill Boulevard (Regional Road 19) and 15m along the development South access (northwest and southwest corners) shall be dedicated to the Region of *Halton* for the purpose of road right-of-way widening and future road improvements.

A 0.3m reserve is required across the entire frontage of the development property along Winston Churchill Boulevard (Regional Road 19), including the daylight triangle but excluding the approved entrance location, to the Region of *Halton* (dedicated to the Region of Peel).

All lands to be dedicated to Halton Region shall be dedicated with clear title (free and clear of encumbrances) and a Certificate of title shall be provided, in a form satisfactory to the Director of Legal Services or his designate.

Both Halton and Peel Regions are to review and confirm the above noted right-of-way requirements as part of their review.

The applicant is to provide a survey sketch confirming the widening and daylight triangle requirement and 0.3metre reserve. These are to be reflected on the site plan.

Any proposed signage, plantings etc., for the site must be placed outside of the new Regional right-of-way (on private property) to *Halton* Region's satisfaction.

Conditions in relation to the above are included in Schedule 'A'.

Servicing Agreement:

The owner must enter into a Servicing Agreement (through Peel Region) for the completion of required Works for all development associated road improvements (including but not limited to, North Access - northbound left-turn lane, southbound right-turn taper lane, accesses construction, ditch/boulevard works & restoration, utility pole

relocations, etc., South Access – right-in/right-out construction), through the submission of detail design drawings. The owner is responsible for all costs associated with the improvements detailed as part of the works and must submit for approval detail design drawings and cost estimates.

Set-Backs & Zero Lot Lines:

With respect to the development frontages, Halton Region requests that a setback be implemented/maintained from roadway right-of-way limits (i.e.: Winston Churchill Boulevard) as per the Town of Oakville Zoning By-law requirements.

Additionally, the applicant will be required to demonstrate that construction of any underground/above ground development infrastructure (underground parking, SWM tanks, buildings, etc.) will not impact or encroach upon the Regional right of way (i.e.: temporary or permanent infrastructure including structural tiebacks will not be permitted within the Regional Right of Way).

The location of development infrastructure (including but not limited to - underground/above ground parking structure, building, SWM storage tank, etc.) 0.0 m from the property line would limit or potentially preclude the Region's ability to locate infrastructure, such as utilities, AND will limit any future Regional Capital Project's grading flexibility, within the Regional right of way in close proximity to the right of way limit, i.e. within the zone of influence. Transportation Planning does not support set-backs of 0m from property line.

A condition is included in this regard.

Construction Activities:

The following matters are to be addressed to our satisfaction. Conditions of approval have been included in this regard.

Construction Methods - Shoring/Tiebacks, Open Excavation, etc.:

A detailed submission of construction methods is required for internal review by various Regional groups prior to proceeding with plans for construction through the Servicing Agreement/detailed design drawings.

Construction – Crane Swing:

If it is determined that the construction crane swing will impact the Region's right-of-way, the applicant must enter into the Encroachment Agreement and/or submit a Municipal Consent application, with Engineering Drawings, for review and approval, which would go through Halton's internal review process to various staff & departments. There will be specific requirements for the Agreement/Municipal Consent, including fees, security deposit, etc., (to be determined by staff as part of the review process), and a due date for final completion.

Construction – Access:

Construction access, traffic management plan and any proposed use of the Regional right-of-way, is subject to review and approval by *Halton* Region.

Waste Management:

Based on the Region's Development Design Guidelines for Source Separation of Solid Waste, the Region will not provide the site waste collection services. The Owner must be on private waste collection.

Finance:

1. The Owner will be required to pay all applicable Regional development charges in accordance with the Region of Halton Development Charge By-law(s), as amended.
2. To obtain the most current information which is subject to change, please visit our website at <https://www.halton.ca/The-Region/Finance-and-Transparency/Financing-Growth/Development-Charges-Front-ending-Recovery-Payment>

Conclusion:

The Region has no objections to this application subject to the conditions attached as Schedule A. *We request that the peer review comments be addressed as outlined in this letter.*

The applicant is encouraged to address the conditions in an expeditious manner to avoid delays in the Town's ability to issue final site plan approval. Further, it is recommended that the requirements for clearance of the conditions be provided

as a complete package and not in a piecemeal manner. Submission for permits and agreements are done separately and not through the Region Planner but should be underway when the materials to clear the balance of the conditions are provided to the Region Planner.

Note: The applicant is advised that some of the comments/conditions and provided in this letter may impact the layout and other design elements of the plan.

Should you require any additional information or have any questions in this regard, please do not hesitate to contact me at (905) 825-6057, Ext. 7060.

Sincerely,

**Bernie
Steiger**

 Digitally signed by Bernie Steiger
Date: 2022.05.25 14:53:53 -04'00'

Bernie Steiger, MCIP RPP
Acting Manager-South

c: Ron MacKenzie, Halton Region (via email)
Matt Krusto, Halton Region (via email)
Annie Li, Credit Valley Conservation (via email)
Diana Guida, Region of Peel (via email)

SCHEDULE "A"
CONDITIONS – S.P.1601.029/01

The following Regional Conditions must be satisfied and/or included in any site plan/servicing agreement.

Owner: 772 Winston Churchill LLP.
S.P.1601.029/01

The Region has no objection to the approval of the above noted application, subject to the following conditions:

1. That confirmation be received from Credit Valley Conservation that their requirements/conditions in relation to this application have been addressed and that they have no concerns with the approval of the site plan.
2. That a Land Use Compatibility Study/Studies be submitted to the satisfaction of Halton Region and the applicant confirm/demonstrate that all recommendations have/will be implemented.
3. The Owner shall contact the Regional Services Permit Section for review and approval of the proposed water and sanitary servicing, to obtain water and sanitary sewer Services Permits, and pay all necessary fees.
4. As part of the Services Permit Review, the Owner will be required to comply with Halton Region's multi unit servicing policy as set out in report PPW01-96, specifically Section 3.3.
5. That the Owner acknowledges and agrees that of all or part of this development may not take place before all external water and wastewater infrastructure necessary to service the development are secured and/or are in place to the satisfaction of Halton's Development Project Manager.
6. That the Owner is required to design and construct at their sole expense a minimum 300mm diameter watermain as per the design standards of the Region of Halton along Winston Churchill Boulevard from approximately 650m north of Lakeshore Road (Deer Run Avenue) northerly to Beryl Road.
7. That the Owner is required to design and construct at their sole expense a minimum 300mm diameter sanitary sewer as per the design standards of Region of Halton within the Town of Oakville's open space block located west of the subject property and walkway block (Block 124A) extending southward to Acacia Court.
8. That the Owner is required to design and construct a proposed 300mm diameter replacement sanitary sewer on Acacia Court at their sole expense as per the design standards of the Region of Halton.

9. That a minimum 8.0m wide Regional easement be provided on the Town of Oakville open space block and walkway block (Block 124A) and to be located along the horizontal alignment of the proposed sanitary sewer in favour of the Regional Municipality of Halton for the purpose of sanitary sewer protection. The easement shall be transferred by the Owner free and clear of any and all encumbrances and a Certificate of Title shall be provided in a form satisfactory to the Regional Director of Legal Services and Corporate Counsel.
10. That the Owner is required to provide a comprehensive written work plan for the construction of the proposed sanitary sewer to be located in the Town of Oakville's open space block, walkway block (Block 124A) and on Acacia Court and submit it to the Town of Oakville and the Region of Halton for review and approval prior to the start of construction. This work plan is to address timing of the construction operations for this sewer and it shall include details on construction methods, sewer excavation, paving operations, landscaping restorations, traffic control, resident disruptions, sewer lateral "switchovers" and methods for replacing a "live" sanitary sewer. The proposed construction methods should also take into account sub surface soil conditions in the area to ensure that the proposed methods are feasible.
11. That the Owner is to undertake a pre-condition survey of any existing buildings, houses, existing landscape features, fences, structures, etc. that are adjacent to the proposed sanitary sewer and that could possibly be affected by its construction. This survey is to be completed prior to the construction of the proposed sanitary sewer.
12. The Owner shall prepare a Vibration Impact Report to the satisfaction of the Town of Oakville and the Region of Halton, to address potential vibration impact and/or vibration emissions adjacent to the portion of the sanitary sewer alignment that is located within the Town's walkway block (Block 124A) that may be the result of sub surface tunnel construction, heavy equipment and/or other construction operations in this area. The report shall address any impacts and the means of reducing the impact, and to implement, at the owner's expense, any controls and/or measures recommended in the approved report.
13. That the Owner prepare and implement at their sole cost a landscape plan that address the restoration of areas disturbed and/or removed as a result of construction activities relating to the proposed sanitary sewer through the Town of Oakville's open space block, walkway block (Block 124A) and Acacia Court to the satisfaction of the Town of Oakville and the Region of Halton.
14. That the Owner is responsible at their sole cost the restoration of Acacia Court that will be required as a result of construction activities for the proposed sanitary sewer replacement and will include the placement of full top course of asphalt pavement over the full width of the roadway, curb repairs, driveway repairs and

landscaping of boulevards to the satisfaction of the Town of Oakville and the Region of Halton.

15. That the Owner shall prepare a detailed engineering submission to be submitted to the Regional Development Project Manager for review and approval for the proposed 300mm diameter sanitary sewer in the Town's open space block, walkway block and Acacia Court and for the proposed 300mm diameter watermain on Winston Churchill Boulevard prior to the preparation of the Regional servicing agreement.
16. That the Owner is required to enter into a Servicing Agreement with the Region of Halton for the proposed 300mm diameter sanitary sewer in the Town's open space block, walkway block and Acacia Court and for the proposed 300mm diameter watermain on Winston Churchill Boulevard.
17. The development shall be subject to full municipal water and sanitary sewer services to the satisfaction of Halton Region.
18. That the Owner agrees to conduct a survey of the static water level and quality of all wells within 500 metres of the plan prior to the commencement of any development of the site. The owner further agrees to resolve any claims of well interruption due to the construction of municipal services to the satisfaction of Halton's Development Project manager.
19. That the Owner agrees to conduct a survey of the property to identify all existing wells related to the former use of the lands. The owner further agrees to decommission any existing wells in accordance with MOE guidelines and Region of Halton standards prior to commencing the development of these lands to the satisfaction of Halton's Development Project Manager.
20. The Owner shall agree that pre and post development storm water flows from the site to the existing drainage system on Winston Churchill Boulevard (Regional Road 19) are maintained both during and after construction, such that there are no adverse impacts to the existing drainage system on Winston Churchill Boulevard (Regional Road 19), to the satisfaction of Halton Region's Development Project Manager.
21. That the Owner is responsible for all costs involved in transferring any proposed Regional easements required for sanitary sewer protection and that these costs are to include any compensation required by the Town of Oakville for and easements located on Town lands.
22. That the Owner is required to design and construct a maintenance roadway/pathway as required within the Town's open space block, park land and walkway block (Block 124A) that will provide maintenance vehicle access to the

proposed sanitary sewer and easement to the satisfaction of the Town of Oakville and the Region of Halton.

23. That the Owner is required to arrange and provide any access easements, license agreements, encroachment agreements and/or other arrangements required by the Town of Oakville for the Region of Halton to obtain access within the Town's open space block, park land and walkway block (Block 124A) that will provide vehicle access to the proposed sanitary sewer and easement to the satisfaction of the Town of Oakville and the Region of Halton.
24. That the Owner obtains all approvals from the Canadian National Railway for the proposed watermain extension and crossing of the existing rail lines north of the property and pays all fees and enters into any required licenses, pipe crossing and/or encroachment agreements, etc. necessary to cross the Canadian National Railway lands with the proposed watermain extension.
25. That the Owner is responsible for implementing all the design and construction requirements of the Canadian National Railway for the proposed watermain crossing of the Canadian National Railway lands in relation to supporting, monitoring, surveying and coordinating all works and their impact on the existing railway line.
26.
 - a) *Any lands within 20.75m of the centre line of the original 66ft right-of-way of Winston Churchill Boulevard (Regional Road 19) starting at the daylight triangle (at Future Orr Road) and tapering to 18m for a distance of 245m northerly (measured from the centreline) that are part of the subject property shall be dedicated to the Region of Halton for the purpose of road right-of-way widening and future road improvements.*
 - b) *For the remaining frontage, any lands within 18m of the centre line of the original 66ft right-of-way of Winston Churchill Boulevard (Regional Road 19) that are part of the subject property shall be dedicated to the Region of Halton for the purpose of road right-of-way widening and future road improvements.*
27. *A daylight triangle measuring 15m along Winston Churchill Boulevard (Regional Road 19) and 15m along the development South access (northwest and southwest corners) shall be dedicated to the Region of Halton for the purpose of road right-of-way widening and future road improvements.*
28. *A 0.3m reserve shall be dedicated to the Region of Halton across the entire frontage of the development property along Winston Churchill Boulevard (Regional Road 19), including the daylight triangle but excluding the approved entrance location, to the Region of Halton.*

29. *All lands to be dedicated to Halton Region shall be dedicated with clear title (free and clear of encumbrances) and a Certificate of title shall be provided, in a form satisfactory to the Director of Legal Services or designate.*

30. That a survey sketch confirming the widening requirement, daylight triangle and 0.3metre reserve shall be submitted to the satisfaction of the Region. Any required road widening daylight triangle and the 0.3 metre reserve shall be depicted on the site plan to the satisfaction of the Region.

31. That the Owner enter into a Servicing Agreement (with Peel Region) for the completion of required Works (road improvements) and all associated development construction processes and impacts. Road improvements will be determined after the review and approval of the final transportation impact study. The owner is responsible for all costs associated with the improvements detailed as part of the works and must submit for approval detail design drawings and cost estimates. Detailed design drawings are required for review and approval, by Halton Region and Peel Region, for all proposed/approved intersection/access road improvements, based on the approved Transportation Impact Study.

In this regard, Halton Region requests confirmation that any Region of Peel requirements related to access locations and development-related road improvements have been addressed and that they have no concerns with the approval of the site plan.

32. That confirmation be received from Peel Region that their requirements/conditions in relation to this application have been addressed and that they have no concerns with the approval of the site plan.

33. *The owner shall demonstrate:*

a) *that landscaping, stairs, grading/grades, etc., from the proposed development is not located within the ultimate Regional right-of-way, and all development facilities (stairs, landscaping, grading/grades, etc.,) are contained within the development lands*

b) *that any proposed signage, plantings etc., for the site must be placed outside of the new Regional right-of-way (on private property).*

In this regard, submission of a satisfactory landscape plan and grading plan with supporting letter is required confirming that this has been addressed is required.

34. *The owner shall submit plans of proposed construction methods, for review and approval by Halton Region and prior to proceeding with construction. These plans shall be provided through the Servicing Agreement/detailed design drawing submission.*

35. *The owner will be required to demonstrate that construction of any underground/above ground development infrastructure (underground parking, SWM tanks, buildings, etc..) will not impact or encroach upon the Regional right of way (i.e.: temporary or permanent infrastructure including structural tiebacks will not be permitted within the Regional Right of Way).*

In this regard, the owner shall submit shoring and other plans demonstrating that the above-noted requirement has been satisfied, to the satisfaction of Halton Region.

36. *The Owner shall submit a construction management plan to the satisfaction of Halton Region.*
37. *If it is determined that the construction crane swing will impact the Region's right-of-way, the applicant must enter into the Encroachment Agreement and/or submit a Municipal Consent application, with Engineering Drawings, for review and approval, which would go through Halton's internal review process to various staff & departments. There will be specific requirements for the Agreement/Municipal Consent, including fees, security deposit, etc., (to be determined by staff as part of the review process), and a due date for final completion.*