



Planning Justification and Urban Design Report Draft Plan of Subdivision

Wanlong Real Estate Development Ltd.
Part Lot 14, Concession 6, Geographic Township of Reach
Township of Scugog, Region of Durham

September 2022

CCS Project No. 4495

Prepared for:

Wangzhe Corporation

Prepared by:

Clark Consulting Services (CCS)

Region of Durham Official Plan:

Employment Areas in the Urban System

Township of Scugog Official Plan:

*General Industrial, Prestige Industrial, Open Space,
Hazard Lands within the Port Perry Urban Area*

Township of Scugog Zoning By-law:

*M1(H) – Prestige Industrial
M2(H) - General Industrial
EP – Environmental Protection*

Oak Ridges Moraine:

No

Greenbelt Plan:

Towns/Villages

Roll No.:

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1. INTRODUCTION

Clark Consulting Services (CCS) was retained by Wangzhe Corporation to prepare a Planning Justification and the necessary applications for the approval of an Industrial Subdivision on property in the Urban Area of Port Perry on lands with direct access to Line 6 in proximity to environmentally sensitive lands, and adjacent to other existing industrial uses. Several site visits have been conducted beginning in October 2019 to review the property and neighbouring land. A Pre-consultation Meeting was held on June 22, 2021, and a record of that meeting was circulated on July 5, 2021. The sketch below shows the location of the subject lands.



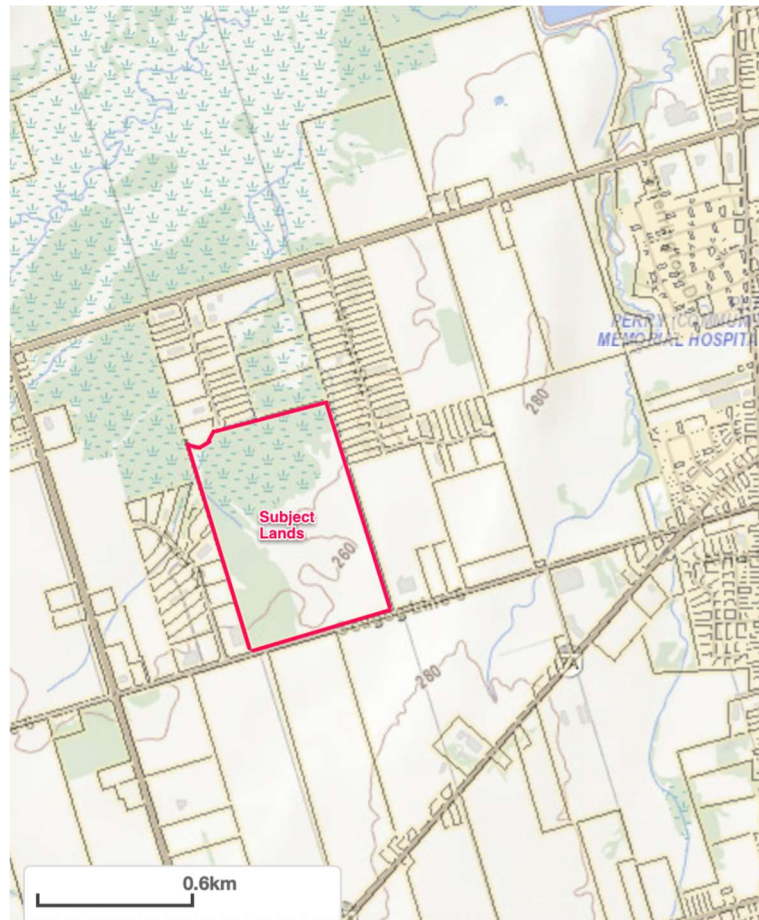


Figure 1 – Location

2. BACKGROUND

The bulk of the lands subject to the applications have, until recently, been under active cultivation. The lands along the western boundary are low-lying and wet. They drain to the north, where they eventually drain into a large wetland area. The lands further to the west and to the north have been developed for a variety of employment uses. The lands to the east are currently used industrially by Adamson Systems Engineering. These lands are also being considered for an Industrial Subdivision. The lands to the south across the 6th Line, are under cultivation.

3. DEVELOPMENT PROPOSAL

The proposal is to subdivide the subject lands into 12 industrial lots within a Plan of Subdivision (*Figure 2- General Concept*). The principal access would be from the 6th Line. An arrangement has been made with the owner to the east, to provide a second access through a link with the proposed subdivision plan for these lands. The development has been designed so that the environmental



features are located in the rear yard, thus limiting the impact of development. The lots are generally larger than the adjacent developed industrial lots. This would provide larger lots than those available on the adjoining lands. Further subdivision would be possible, based on individual requirements after subdivision approval with cooperation by the Municipality through release of part lot control in accordance with Section 50(3) of the Planning Act R.S.O 1990c.P.13.

The western portion is proposed to be a single lot which can be dedicated as open space to protect the natural features, and provide buffering for the adjacent uses. Although narrower, the northern and western portions are also intended to be protected through setbacks on the individual lots. This together with vegetation protection and augmentation, will also provide buffering for the adjacent uses.

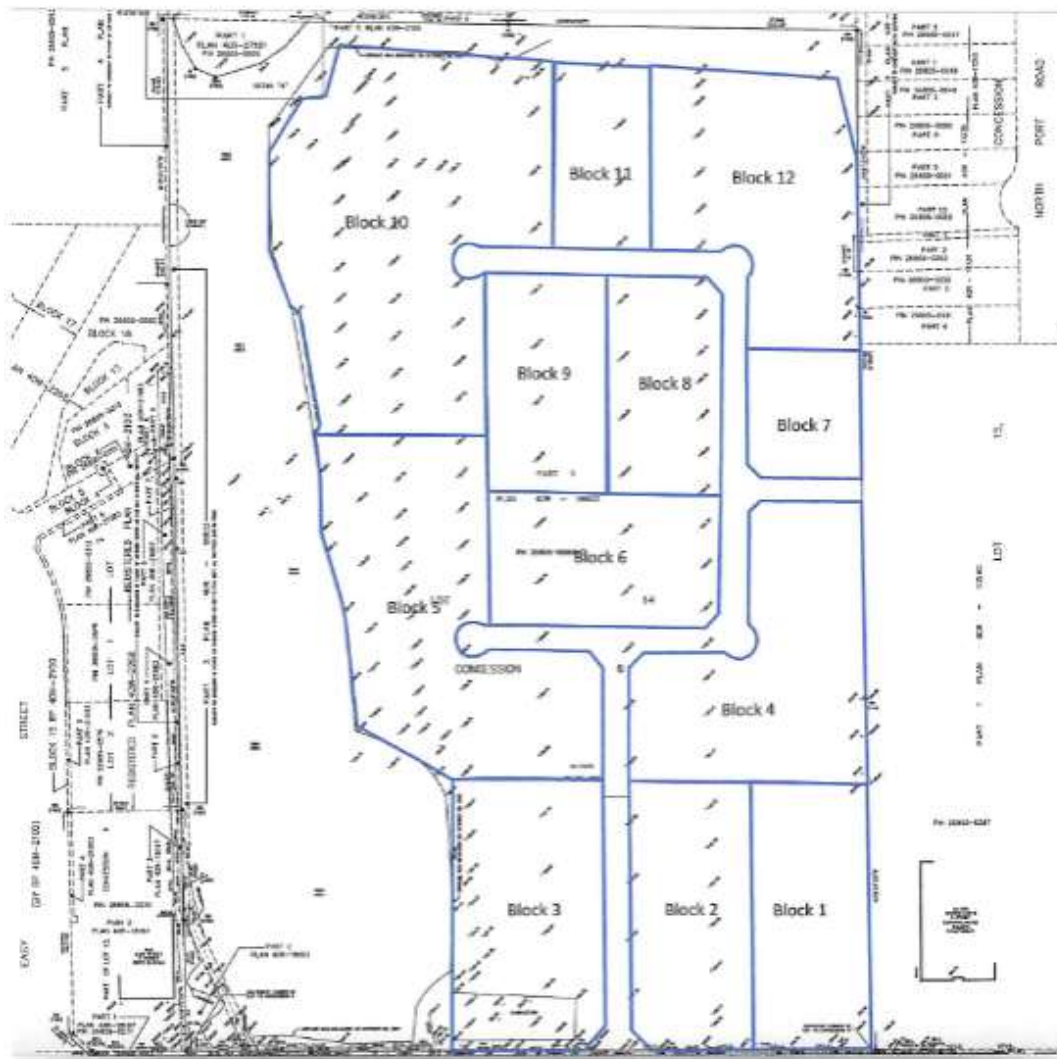


Figure 2 – General Concept



This concept has been developed over time and relies on the supporting documentation as outlined later in this report. The initial concept did not include the northern portion, as that portion was designated in the local Official Plan as an area of Environmental Protection. This is despite the cultivation of a large portion of this area. With the confirmation by the Environmental Site Study that this area would qualify as an employment area with limitations of a portion due to the potential for flooding, the concept was extended to include the area in the northern portion of the site.

4. REVIEW OF PLANNING DOCUMENTS

4.1. Provincial Policy Statement

The Provincial Policy Statement (PPS), 2020, was approved and came into effect May 1, 2020. It was issued under Section 3 of the *Planning Act* to provide policy direction on matters of provincial interest. Section 3 of the *Planning Act* requires that decisions affecting planning matters “*shall be consistent with*” policy statements issued under the *Planning Act*. The following provides a review of this proposal in light of the relevant policy statements.

The policy for development in Settlement Areas is outlined in Section 1.1.3. Settlement Areas are Urban Areas and Rural Settlement Areas, and include cities, towns, villages, and hamlets. Settlement Areas are to be the focus of growth and development. Appropriate development standards are to be promoted. New development is to take place adjacent to existing built-up areas and at densities that allow for the efficient use of land, infrastructure and public service facilities.

These lands are identified in the Region of Durham Official Plan, Schedule ‘A’, Map ‘A3’ Regional Structure, as “*Industrial, Open Space and Hazard Lands*” and in the Township of Scugog Official Plan, Map A1 Land Use - Port Perry Urban Area as, “*Prestige Industrial, General Industrial, Open Space and Hazard Lands.*”

Section 1.3 provides policies for Employment. Planning Authorities are required to promote economic development and competitiveness by providing for an appropriate mix and range of employment uses and providing opportunities for a diversified economic base, facilitating the conditions for economic investment by identifying strategic sites for investment, monitoring the availability and suitability of employment sites.

The subject lands are located in an area identified for employment uses. The development of these lands for employment uses will promote economic development, while providing for a mix and range of employment uses and opportunities to diversify the community’s economic base, while facilitating economic investment in an area suitable for employment.

In my opinion, the proposal is consistent with policy direction provided within the Provincial Policy Statement, 2020.



The Greenbelt Plan is a cornerstone of the Greater Golden Horseshoe Growth Plan. The Greenbelt Plan 2017 was approved by the Provincial Government and came into effect July 1, 2017. This document has been reviewed with regard to the proposal for an Industrial Subdivision within an approved Town.

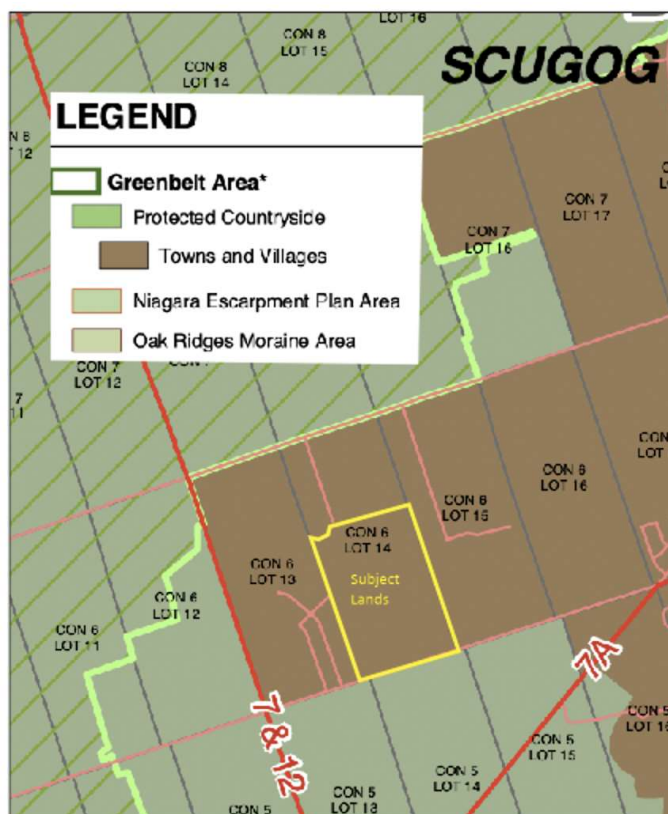


Figure 3 – Greenbelt Plan Excerpt

Schedule 1 shows the subject lands within the Greenbelt Area, and Appendix 2 shows Port Perry as a 'Settlement Area'. The document introduction describes Settlement Areas, identified as Towns/Villages and Hamlets, as varying in size, diversity, and intensity of uses and are found throughout the Protected Countryside.

Section 1.2.2.4 says:

- a) *“Support for a strong rural economy by allowing for the social, economic and service functions through the residential, institutional and commercial/industrial uses needed by the current and future population within the Greenbelt, particularly within Settlement Areas;*
- b) *Sustaining the character of the countryside and rural communities;*



- c) Support for the achievement of complete communities that promote and enhance human health and social well-being, are economically and environmentally sustainable, moving towards low-carbon communities, with the long-term goal of net-zero communities; and*
- d) Serving as centres for the development of community hubs where compatible services are co-located to address local needs in convenient locations that are accessible by active transportation and, where available, transit.”*

Section 3.4 discusses policies for Settlement Areas. The description in Section 3.4.1 describes Towns/Villages as the largest concentration of population, employment, and development within the Greenbelt. Towns/Villages are the focus of development and related economic and social activity. Further, they are typically serviced with municipal water services, but may rely on on-site sewage services. Section 3.4.3 goes on to list policies of Sections 3.1.5, 3.2.3, 3.2.6, 3.3 and 3.4.2 that apply to Towns and Villages. These sections provide policy on the Agri-Food Network, Water Resource System, Natural Heritage, Parkland Open Space and Trails, and General Settlement Area Policies.

The proposal is for an Industrial Subdivision within the existing boundaries of the Port Perry Settlement Area and represents an opportunity for employment related development within the existing Settlement Boundary. The process and this justification show how the proposal meets the general policies for development, by meeting the requirements of Regional and local policy documents.

Based on this review, the proposal is consistent with the policies of the Greenbelt Plan.

4.3. Growth Plan for the Greater Golden Horseshoe (GGH)

The current Growth Plan came into effect in August 2020. One of the Guiding Principles is to provide for different approaches to manage growth that recognize the diversity of communities in the GGH. Growth is to be allocated to fully serviced areas, however, limited growth is permitted in Settlement Areas on lands such as the subject lands that are not serviced by existing or planned municipal wastewater systems. The Plan supports the achievement of complete communities which will provide access to services, provide flexibility to capitalize on new economic and employment opportunities, and have convenient access to transportation.

Section 2.2.5 provides policy for Employment, and specifically promotes economic development that makes efficient use of existing employment areas and vacant and underutilized employment lands. The design and development of these lands will prohibit residential uses and sensitive land uses that are not ancillary to the primary employment use, to provide an appropriate interface between sensitive land uses and industrial, manufacturing, and other uses that are vulnerable to encroachment by incompatible uses.



Section 3.2 provides policies for infrastructure to support growth. The Industrial Subdivision is located in an Employment Area. The public infrastructure to support the development, namely water supply and road access, has been determined to be adequate to support the proposed development. The stormwater system has been designed to avoid adding additional drainage and the site has been reviewed to ensure that the sites are adequate to support private septic systems.

Based on this review and the supporting documentation, the proposal is consistent with the policies and intent of the Growth Plan.

4.4. Oak Ridges Moraine Conservation Plan (ORMCP)

The subject property is not within the ORMCP area.

4.5. Region of Durham Official Plan (ROP)

The Durham Region Official Plan designates the subject lands as 'Employment Area', as shown on Schedule 'A', Map 'A3' Regional Structure, an excerpt of which is shown as *Figure 4 – Regional OP*.

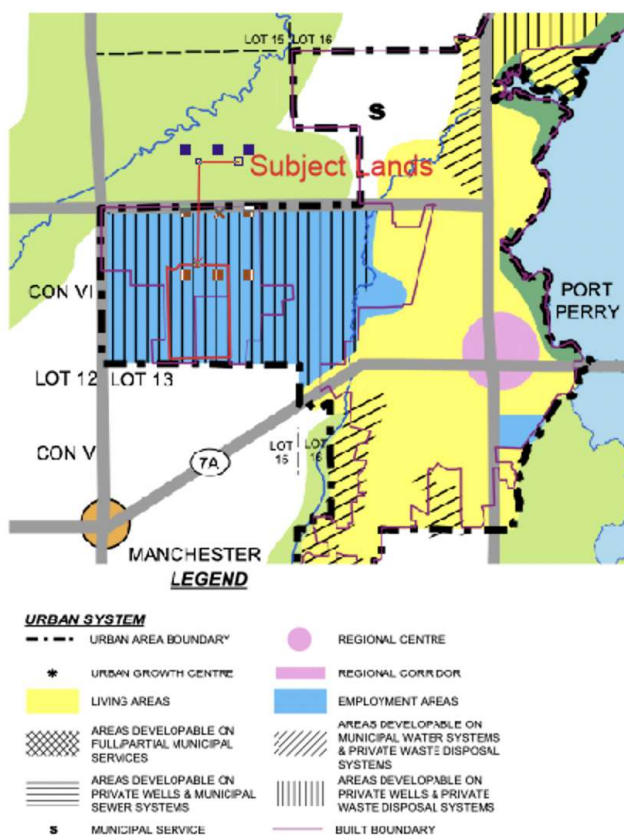


Figure 4 – Region of Durham Official Plan Excerpt, Schedule 'A', Map, 'A3'



The direction outlined in Section 1.3.1 item e) is to increase employment opportunities to create healthy and complete sustainable communities, that balance growth in population with growth in employment and p) protect designated Employment Areas from conversion.

The Economic Development Policies in Section 3.2.3 indicate that Regional Council will facilitate the expansion and diversification of the economic base of the Region, to create a balance between the various employment opportunities generated from Employment Areas, major office development and other sources of employment serving the needs of the Region's residents.

Sub-section 8C addresses Employment Areas. Section 8C.2 provides the policies for Employment Areas and 8C.2.1 outlines the permitted uses. These uses include manufacturing, assembly and processing of goods, service industries, research and development facilities, warehousing, offices and business parks, hotels, storage of goods and materials, freight transfer and transportation facilities.

It is my opinion, that the proposed development located in the Port Perry Employment Area is consistent with the Regional Official Plan. The subdivision will be subject to the subdivision criteria as outlined in Section 14.7.2.

4.6. Township of Scugog Official Plan

The Township of Scugog Official Plan was approved by the Region on March 31, 2010 and then on March 2, 2011, by the OMB. The Official Plan provides guidance to land use within the Municipality including the subject lands within the Port Perry Urban Area. *Figure 5* is an excerpt from Schedule A-1 of the Scugog Official Plan.

The subject lands are designated Prestige Industrial along Scugog Line 6, and General Industrial for the lands behind the Prestige Industrial. The lands in the north portion of the site are designated Open Space and Hazard Lands. A significant portion of these lands have been cultivated and used actively as agricultural lands. The Environmental Review prepared for the site defined the environmentally significant lands as outlined on *Figure 2*; they extend along the western and northern portion of the site. It was determined that an Official Plan Amendment was not required to adjust the boundary of the environmentally sensitive lands to agree with the detailed site review. This could be addressed in the Plan of Subdivision and the Zoning By-law.

Section 2.7 outlines the goal for economic development for the Municipality to provide opportunities for economic growth that is compatible with the character and environment of the community. This includes establishing, maintaining and enhancing Employment Areas that provide a range of job opportunities and a broad range of commercial and service facilities geared specifically to meet the needs of residents of the Township, as well as ensuring that a supply of employment lands is available for development at all times.



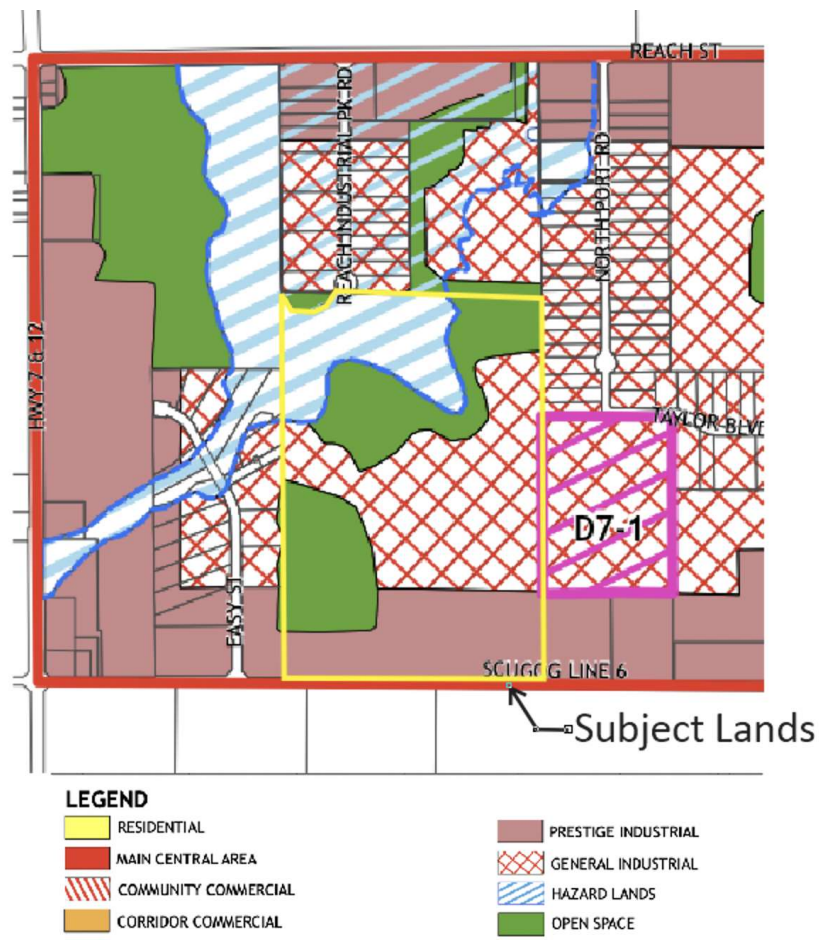


Figure 5 – Township of Scugog Official Plan Excerpt, Schedule A1

General development criteria are outlined in Section 3.1. These include:

- a) *Soil and drainage conditions are suitable to permit the proper siting of buildings and other site improvements such as driveways, parking, and accessory structures;*
This has been addressed in the Geotechnical Study and Stormwater Management Plan.
- b) *Suitable arrangements have or can be made for water and wastewater servicing, storm drainage and all other necessary public services;*
The adequacy of the water supply has been addressed in the Functional Servicing Study. Wastewater servicing will be addressed through individual septic systems. The storm drainage is addressed in the Stormwater Management Plan.
- c) *No traffic hazards will ensue because of excess traffic generation, or limited sight lines on curves or grades;*



A Traffic Impact Study has been prepared by Asurza Engineering. The traffic issues that were identified were not on site or at the site accesses, but are at the east and west intersections of the 6th Line and Highway 7a and Highways 7/12. The authorities responsible for these intersections have acknowledged that improvements are required to meet current traffic conditions.

- d) The land fronts on a year-round publicly maintained road, which meets municipal standards; The principal access is from Line 6. Secondary access is provided through a road connection with the adjoining development which provides alternate access to Reach Street.*
- e) The potential impact of all adjacent land uses upon the proposed use has been adequately investigated; The adjacent uses on the west and north are buffered by natural areas. The uses to the east are similar to the proposed uses and are regulated through zoning.*
- f) The potential impact of the proposed use on adjacent lands has been considered, and adequate mitigation, including buffer distances is provided between the use and adjacent uses in accordance with the policies of this Plan; and, As outlined above, the uses are buffered on the west and north, and are similar to uses permitted to the east.*
- g) The Minimum Distance Separation formulae are complied with. The Minimum Distance Separation formulae do not apply in Settlement Areas.*

An Archaeological Assessment has been prepared as required in Section 3.3, and no indication of archaeological sites or resources were identified. The Ministry Clearance letter has been received.

Section 3.7 requires that an Environmental Impact Study be prepared to describe the natural heritage features and ecological functions and their significance. This report was prepared by GHD Consultants and is the basis for the expansion of the Employment Area on Schedule A-1.

The proposed uses are not sensitive land uses, and thus the Noise and Vibration Study outlined in Section 3.12 was deemed not to be required.

The historic use of the property does not suggest that there would be any site contamination. However, ground water testing did identify potential contamination in the north-west corner. This is minor and will be addressed through further monitoring and restricted uses on the lands subject to this minor contamination.

As identified above, a Stormwater Management Study has been prepared to provide recommendations for the stormwater system, which will ensure limited impact of development on downstream water flows as outlined in Section 3.15.



The subdivision design as outlined above, has considered the impact on adjacent and downstream land uses and natural heritage areas. Development design will address the requirements of Section 3.16, Sustainable Design.

The preliminary design has considered the elements outlined in the Urban Design Guidelines as outlined in Section 3.18.

As part of the subdivision design, a Preliminary Landscape Design has been prepared to indicate how trees can be protected or introduced into the development, as required by Section 3.23.

Port Perry is the Prime Settlement Area in the Township of Scugog. Section 4 outlines the policy by designation for this Settlement Area. The Objectives and Policies for the Employment Area designations are provided in Section 4.7.

The Objectives include ensuring that there are sufficient lands available for the creation of diverse employment opportunities, and ensuring that new industrial development occurs in an orderly manner with adequate servicing and is compatible with surrounding uses. Section 4.7.3 outlines the permitted uses in the Prestige Industrial designation and the design guidelines. This area is subject to Site Plan Control and permits a wide range of industrial and commercial uses.

Section 4.7.4 outlines the permitted uses and policies for the General Industrial designation. The uses include a range of industrial uses, and outdoor storage is permitted if it is accessory to a permitted use. The Design Guidelines are geared to site efficiency and compatibility between uses.

The Hazard Lands outlined in Section 4.8 are designated to identify and prevent development in hazardous areas due to flooding, poor drainage, organic soils, erosion areas, steep slopes and any physical condition that could be dangerous. The site review conducted as part of the subdivision design had demonstrated that a large portion of the area designated as hazardous, is in fact suitable for industrial development. Thus, the proposed Zoning Amendment would see a large portion of the Hazard Land designation replaced with the General Industrial zone.

The proposed Zoning By-law Amendment will adjust the Environmental Protection Zone to align with those areas currently not under cultivation, due to wetness and restricted vegetation. The changes will increase the General Industrial Zone by 11.1 ha. (27.4 acres) and add 10.49 ha (25.9 acres) of lands to Environmental Protection Zone.

Figure 6 is an excerpt from Schedule C-1, which illustrates the transportation system for Port Perry. The proposed subdivision design has been proposed to comply with this local road design as illustrated.



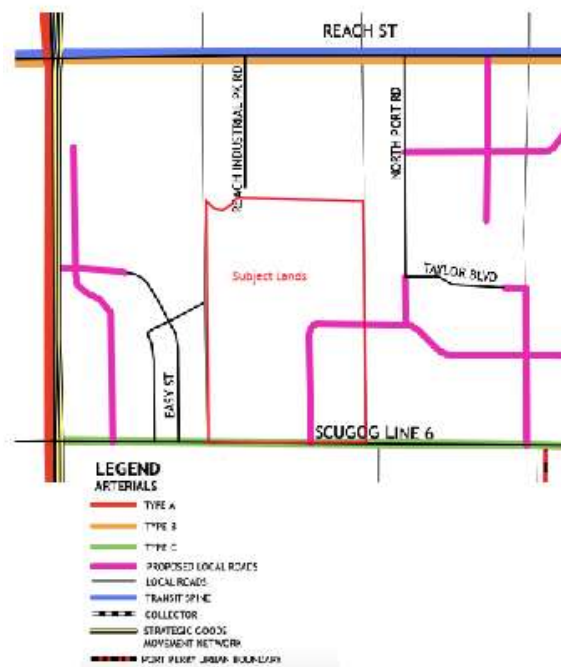


Figure 6 – Township of Scugog Official Plan Excerpt, Schedule C-1

The policy for Subdivision of Land is outlined in Section 9.15. The following criteria are to be reviewed:

- i. The plan of subdivision conforms with the policies of this Plan;
- ii. The density of development is appropriate for the areas;
- iii. The subdivision when developed, will be easily integrated with other development in the area;
- iv. The approval of the development is not premature and is in the public interest;
- v. Adequate servicing, including parkland, open space, water supply, sewage disposal facilities, stormwater drainage, solid waste collection and disposal, and roads can be provided;
- vi. The Township is able to provide necessary municipal services without imposing undue increases in taxation on all residents.

Based on the above review and the support documents reviewed later in this report, it is my opinion that the proposed Plan of Subdivision meets the above criteria, and also based on the above, the proposed development complies with the requirements of the Township of Scugog Official Plan.

4.7. Township of Scugog Zoning By-law

Land use in Port Perry is governed by Zoning By-law 14-14. Figure 7 is an excerpt from Schedule 'B', Map 3 of the Zoning By-law 14-14. The By-law outlines the provisions for land use within the various



zone categories. The subject lands are shown on Schedule 'B', Map 3 as Prestige Industrial - Holding (M1(H)), General Industrial – Holding (M2(H)) and Environmental Protection (EP).

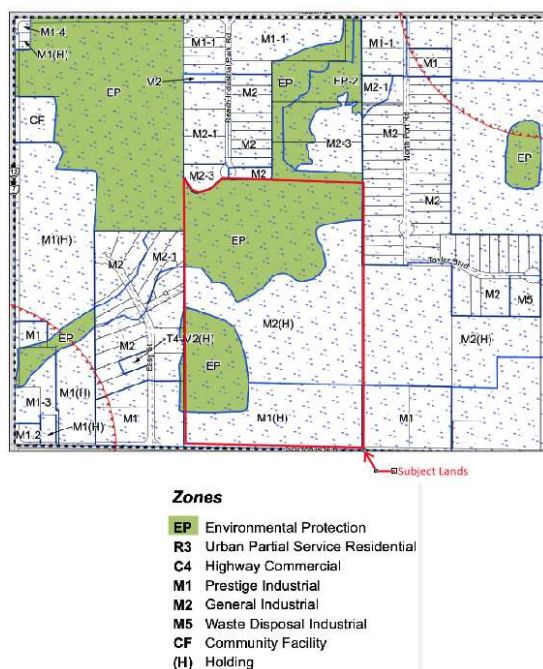


Figure 7 – Township of Scugog Zoning By-law 14-14 Excerpt, Schedule 'B', Map 3

The provisions for the Prestige Industrial (M1) and General Industrial (M2) zones are found in Part 11 of By-law 14-14. The permitted uses are outlined in a table in Item 11.2. The Prestige Industrial (M1) Zone permits some commercial uses to take advantage of the location fronting on Line 6. The General Industrial (M2) Zone permits a greater range of uses including Motor Vehicle Body Shop, Motor Vehicle Repair Shop and Motor Vehicle Towing Service. The proposed lot in the northwest corner is well removed from adjacent uses and has been selected as an area suitable for an automobile storage yard similar to the adjacent use to the northwest. The Zoning By-law Amendment will be modified to add an exception for this corner of the site in order to add this use to the list of permitted uses in this area.

Item 11.3 outlines the Minimum Standards for each zone:

ZONE	REGULATION	MINIMUM REQUIREMENT
Prestige Industrial (M1)	Lot Area	3,000 sq.m.
	Lot Frontage	30 m
General Industrial (M2)	Lot Area	4,000 sq.m.
	Lot Frontage	30 m



The Plan of Subdivision has been designed to meet these minimum requirements. Many lots are large enough to allow further division if the owner has a use which does not require the entire lot area.

A Zoning By-law Amendment will be required to remove the Holding (H) provision and to change the zoning to agree with the subdivision plan, and Official Plan as modified by the supporting environmental review to permit development on a portion of those lands currently zoned in the Environmental Protection (EP) Zone. The area subject to flooding will be zoned to permit Industrial development subject to demonstrating that the design of the development acknowledges the potential for flooding.

5. SUPPORTING DOCUMENTATION

5.1. Site Boundary and Topographic Survey

The boundary and topographic survey was prepared by Mandarin Surveyors and is dated October 18, 2021. A copy is reproduced as *Attachment A*.

5.2. Environmental Impact Study

GHD Limited prepared an Environmental Impact Study. The significant Natural Heritage Features included wetlands and vegetation communities. Buffer areas are recommended for the wetland areas.

No negative impacts are identified due to the construction in the proposed development envelope, provided the recommendations for the buffer and construction are implemented. The detailed recommendations are outlined in the report. It is on the basis of this report and the mapping that the Total Developable Area has been determined as outlined on *Figure 1* of the Report.

The report is reproduced as *Attachment B*.

5.3. Preliminary Engineering Review

This Report has been completed by King EPCM. It is submitted in support of the proposed Industrial Subdivision. The report describes the infrastructure required to fully service the proposed development, as well as the stormwater drainage objectives and impact on the receiving watercourses.

The sanitary sewer system will be provided by individual septic systems. Each system will be sized to meet the needs of the proposed industrial use and located as part of the individual site plan. The water distribution system will be provided by the extension of an existing watermain located on Line 6. Each lot will be connected to the distribution system.



The stormwater drainage system for the lots and roadway will be intercepted by the roadside ditch and conveyed to an outfall channel. The proposed roadside ditches will be equipped with bio-retention cells to offset the increase in stormwater runoff through infiltration. The lots will have individual stormwater retention facilities to provide stormwater quality treatment and reduce the volume and flow of stormwater discharge.

The lot grading plan will be prepared to direct the drainage to the stormwater system. Temporary sediment controls will be implemented during the construction.

The details of this servicing plan are outlined in the Road Grading & Site Service Plan and the Stormwater Management Plans attached as *Attachment C*.

5.4. Hydrogeology/Geotechnical Report

The purpose of this investigation was to review the nitrate loading of soils within the Subdivision and determine if nitrate loading would meet Provincial guidelines both pre- and post-development. The report concludes that as the development is supplied by a municipal water system, the Provincial requirement for groundwater nitrate loading level is of no more than 10 mg/L. The result of the investigation is that the nitrate level is estimated to be 9.8 mg/L, and thus the proposed development will not exceed the nitrate loading. The report supports the proposal for the development of the lots on the subject lands.

Each industrial lot will utilize sewage treatment facilities designed to meet the provincial sewage treatment requirements and will be subject to approval individually.

The water budget assessment included the inclusion of LID measures to enhance the infiltration such as downspout disconnection, bio-retention cells in the roadside ditches and private septic systems. The groundwater recharge and baseflow contributions to local streams will be maintained or increase on an average annual basis, as a result of the proposed development.

Based on a nitrate loading assessment the approval of individual sewage systems would result in an estimated nitrate concentration of 9.8 mg/L. On this basis, the proposed development is not anticipated to have an unacceptable impact on groundwater quality.

The report prepared by King EPCM is included as *Attachment D*.

5.5. Traffic Report

A Traffic Report has been prepared by Asurza Engineers. The Report reviewed the existing road system, which will provide access to the development, prepared an estimate of trip generation and distribution, and concludes that the scale of development will not impose an impact on the immediate streets which provide access to the development.



Concerns as to external intersections were identified, which are at or reaching service levels requiring improvement. These concerns were discussed with the responsible road authorities who acknowledged the need for improvements.

The road design has also been reviewed to include the requirement for turning movements and the weight of large vehicles. On-site access, loading and parking will be addressed through site plan design and review. A copy of the report is included as *Attachment E*.

5.6. Stage 1 & 2 Archaeological Assessment

AS&G Archaeological Consulting prepared a Stage 1 and Stage 2 Archaeological Assessment. The Stage 1 Background Study found that the property exhibits potential for the recovery of archaeological resources of cultural heritage value. On this basis, a Stage 2 property assessment consisting of a pedestrian survey was conducted. One archaeological site was identified, and based on the detailed retrieval of artifacts and an archival search, the site was determined to have no further cultural heritage value or interest. The report has been submitted to the Ministry of Heritage, Sport, Tourism and Culture Industries and a letter advising that the Ministry is satisfied with the fieldwork and reporting and has entered the report in the Ontario Public Register of Archaeological Reports.

A copy of the report is attached as *Attachment F*.

5.7. Landscape Review

A Landscape Review was conducted by B&A Landscape Architecture which resulted in the preparation of an Illustrative Site Plan, which is attached as *Attachment G*. This Site Plan recommends the planting of trees in the road right-of-way and proposes the augmentation of the vegetative buffer along the eastern site boundary.

6. URBAN DESIGN REVIEW

The purpose of an Urban Design Report is to evaluate the proposed development to ensure that the development blends with the neighbourhood, or advances the emerging character of the employment area.

The proposed development is the development of a vacant parcel in an employment area with existing development on the west and north, and proposed employment development to the east. The design has been prepared to provide a variety of lot sizes. The building massing and the relation of the buildings to the street, will be addressed on a site-by-site basis to ensure that the form of development is consistent with the neighbouring development.



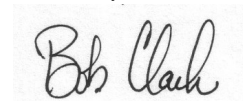
The supporting documentation review earlier in this report, illustrates the design of the servicing and access and evaluates the limited impact of the proposed development. In order to accommodate the proposed drainage system and the provision of infiltration facilities, the road will be constructed to a rural standard with roadside ditches and shoulders which will allow pedestrian and bicycle use. Similar to the neighbouring development, this proposal will border a natural area. The proposed development will continue the character of the adjacent employment area. Limited street lighting is proposed to retain the rural character of the area and avoid lighting impacts on adjacent lots.

7. CONCLUSIONS AND OPINION

As outlined above, the proposed development is an extension of the adjacent employment form of development and the development will have limited impact based on the proposed design and implementation recommendations. The application process will provide a further review of the proposed design and the recommended construction and compensation activities.

It is CCS' opinion, that the proposed development is consistent with Provincial, Regional and Municipal policy subject to an amendment to the Municipal Official Plan, will be implemented with limited impact on Natural Heritage Features and will extend the established character of the area, while providing additional employment and investment in a designated Settlement Area of Port Perry.

Sincerely,



Bob Clark, *P.Eng., P.Ag., MCIP, RPP, OLE*
Principal Planner

FIGURES (ILLUSTRATED WITHIN THE REPORT)

Figure 1 – Location

Figure 2 – General Concept

Figure 3 – Greenbelt Plan Excerpt

Figure 4 – Region of Durham Official Plan Excerpt, Schedule 'A', Map 'A3'

Figure 5 – Township of Scugog Official Plan Excerpt, Schedule A-1

Figure 6 – Township of Scugog Official Plan Excerpt, Schedule C-1

Figure 7 - Township of Scugog Zoning By-law 14-14 Excerpt, Schedule 'B' Map 3



ATTACHMENTS

- A - Surveyor's Real Property Report (Mandarin Surveyors)
- B - Environmental Impact Study (GHD)
- C - Functional Engineering Report (King EPCM)
- D - Hydrogeology and Geotechnical Report (King EPCM)
- E - Traffic Report (Asurza Engineers)
- F - Archaeological Assessment (AS&G Archaeological Consulting)
- G - Illustrative Site Plan (B&A Landscape Architecture)

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ATTACHMENT A

*Surveyor's Real Property Report
(Prepared by Mandarin Surveyors)*



ATTACHMENT B

Environmental Impact Study (Prepared by GHD)



ATTACHMENT C

Functional Engineering Report (King EPCM)



ATTACHMENT D

Hydrogeology and Geotechnical Report (King EPCM)



ATTACHMENT E

*Traffic Report
(Asurza Engineers)*



ATTACHMENT F

Archaeological Assessment (AS&G Archaeological Consulting)



ATTACHMENT G

Illustrative Site Plan (B&A Landscape Architecture)

