



MZO

MINISTER'S ZONING ORDER BRIEFING

For Project Scugog/EQUUS

By Avenu Properties Corporation

June 17, 2024



- ***Transformational***
- ***Intergenerational***
- ***Immediate Housing***
- ***Economic Impact***
- ***Technological Impact***

***“... I JUST THINK THERE’S DIFFERENT
WAYS OF APPROCHING THINGS”***

***“...THERE ARE OTHER WAYS OF
GETTING THINGS DONE”***

– Mayor Wilma Wotten (Interview 2022)

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Avenu Properties Corp. MZO Submission

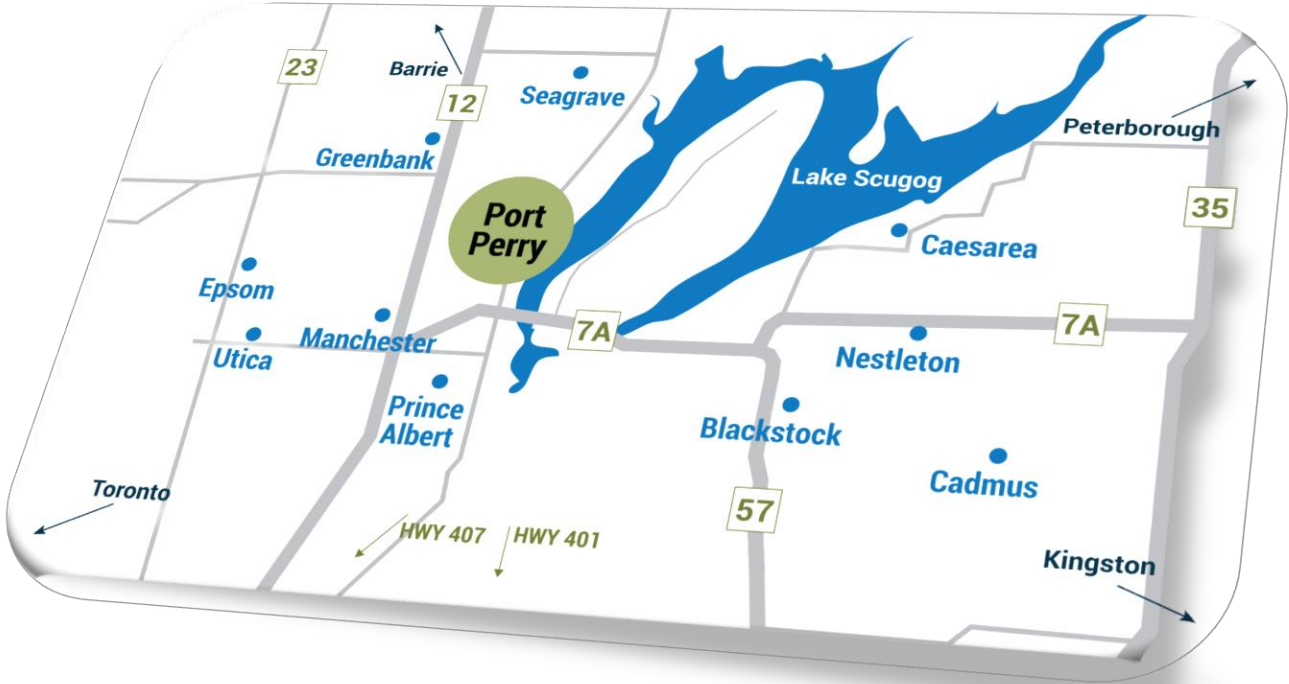
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EXECUTIVE SUMMARY



EXECUTIVE SUMMARY

EQUUS/SCUGOG MZO BRIEFING BOOK

This Briefing is about taking steps.

The Applicants are advocating for the Township of Scugog to seek a Minister's Zoning Order to settle two important development matters: a proposed project's build-out density (600 units) and the mix of housing types (single family, townhouses, multi-unit apartments (e.g. 2 bed-2 bath 780 sq. ft.) making up the community; and, the matter of setting commercial elements ('aging-in-place' healthcare services, physio, art, convenience food and café) to shape the planned project to be a holistic small urban neighbourhood within a bigger community.

The MZO would settle just housing density and land uses. All else remains the usual: site plan approvals and building permit approvals in the normal course. Provincial and Regional interactions in the usual way. Certificates and Regulatory Approvals in the normal course.

The project lands (taken as an amalgamated whole) exceed 100 acres: with water-lot and adjacent wildlife sanctuary provincial wetlands and conservation protected shoreline. The project cost estimates exceed \$250 million.

The MZO is sought for the main building site, of ~ 62 acres. The project will encompass when completed all the amalgamated lands in a planned whole, with extensive natural features, trails and recreation opportunities. The property is within the town's Waterfront Vision lands, sitting south of the last urban town-owned waterfront park (at Castle Harbour Drive) and north of the town's waterfront trails now ending at the site's southern boundary (Beaver Meadow Creek).

The Developer (Avenu) and Township have been in recent consultations for 18 months. The Developer lands were previously approved for an estate housing sub-division (20 large 1.2 – 1.6 acre lots, with estate houses). That old plan, originating in 2014, approved in 2017, is woefully out of step with the post-COVID world of Durham Region, woefully out-of-step with economic and social needs, woefully out-of-step with the rapidly changing (the aging demographics). That plan is also woefully out-of-step with progressive planning for Port Perry as a beautiful historical lakeside town, with increasingly high tourism focus, economic growth aspirations and needing to respond to increasing pressures as a premier retirement area near to the GTA, at the gateway to the Kawarthas, and integral to Durham Region which is growing exponentially. The future of the GTA is increasingly shifting east. Port Perry is a next ‘it’ place. Few communities have all of what Port Perry has: charm, post-card pretty townscapes, sophistication, lake, fresh air, trails, farms, near access to everything.

The project site is in urban settlement area of Port Perry. It is already in the Official Plan as a greenfield site for up to high density.

The Developer has articulated a planning vision, captured in the accompanying Briefing, which extends beyond ‘bricks & mortar’ to using the project as a catalyst for improved health care (an aging-in-place initiative) and improving mobility (enhanced mobility designs) and transportation (a shuttle project). Steps have already been taken to engage important collaborators, The Toyota Mobility Foundation a key example.

This Briefing is the result of a Township of Scugog Town Council Resolution of December 4, 2023, which then set out objectives and processes to explore a *Community Housing Infrastructure Accelerator* (“CHIA”) to speed up the planning process.

From January 2024 to end of May 2024, many public and private consultations have taken place. There were dozens and dozens of engagements, large public and stakeholder

meetings, and wide outreach to the community. They are all reported on herein in this MZO Briefing. Verification documentation is provided. Numerous consultants and science experts were retained to provide technical and scientific feasibility reports. All are also all provided herein in this MZO Briefing. Verification documentation is provided. All consultants completed a 'no-conflicts' declaration: their advice is unbiased and given to the best of their expertise and knowledge. All C.V's are included as well.

The enclosed Briefing provides a comprehensive Planning Rationale report, prepared by The Planning Partnership (TPP). TPP were the town's choice and planners of record to prepare the town's Waterfront Vision Report. TPP were selected for the enclosed Planning Rationale Report because of this previous relationship and extensive work.

Everyone associated with the planning and conceptualization of the project has participated in making the MZO Briefing. All information is here. All the requested work and stakeholder consultations and engagements have been completed.

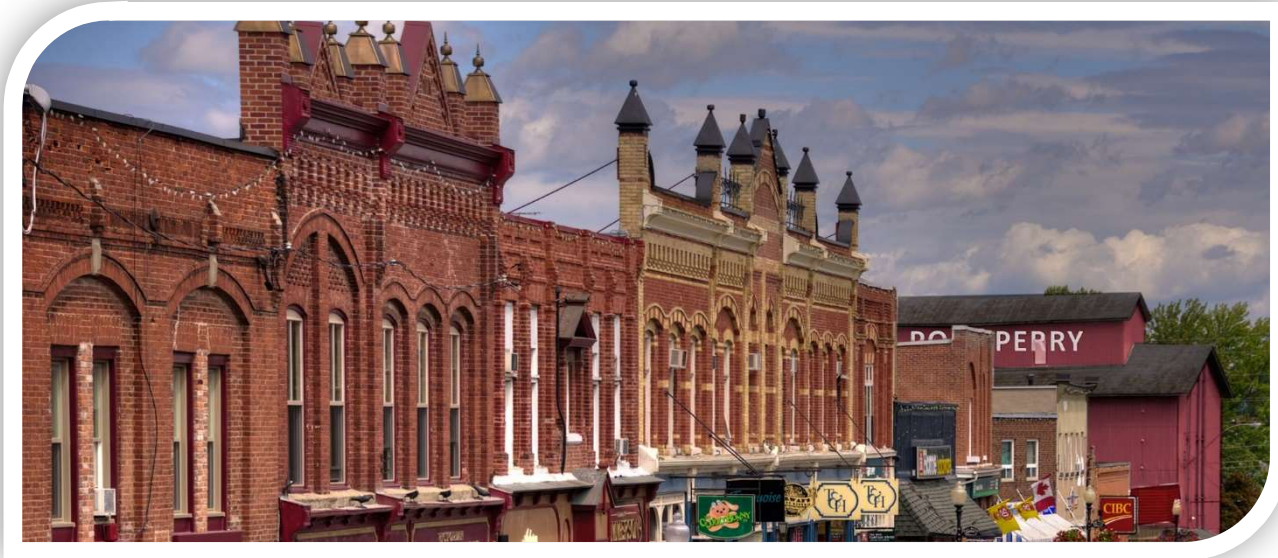
There are numerous social benefits anticipated. The sustainability aspects ought to be industry leading exemplars. The economic impact will be significant. The housing is badly need. The project can be transformational.

The Applicants are asking Town Council to take the next decision step, to ask the Provincial Government for an MZO, so next steps can be started to realize the project.

This MZO Briefing supports the 'ask'.

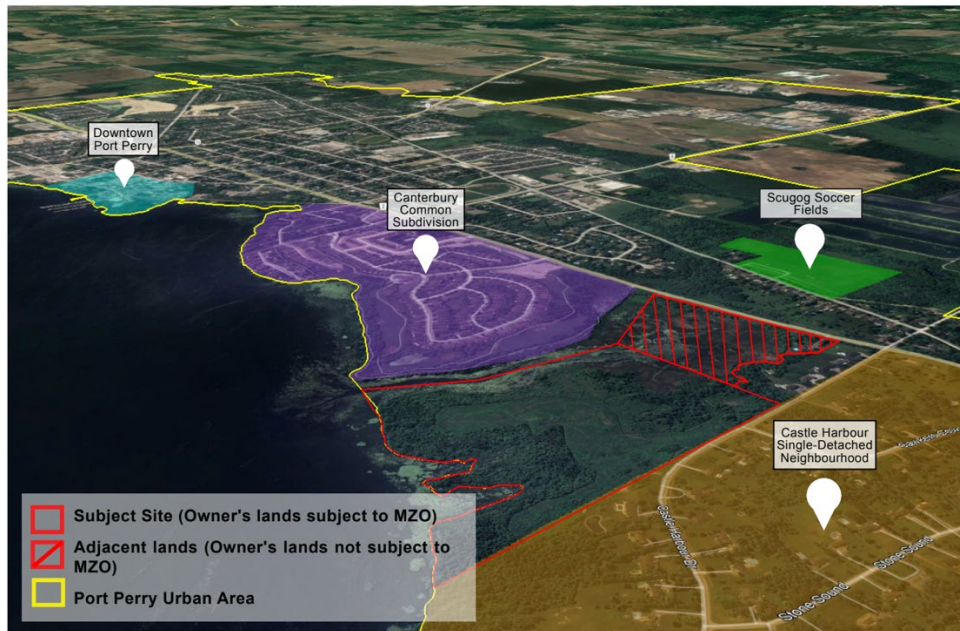
Part 1

Project Overview



PROJECT OVERVIEW EQUUS SCUGOG

AVENU has land holdings in Port Perry which, when taken all together, comprise a single contiguous site of almost 100 acres.



Those lands have extensive frontage on Lake Scugog and comprise the entire north shore of Beaver Meadow Creek. More than 25 acres of additional underwater lands are in the same ownership as the main building site.

The site is 2.1 km from the historic downtown, an easy walking distance.

The lands also front on a regional arterial road (Simcoe Street), allowing full emergency and service traffic access.

WHAT AVENU PROPOSES

Avenu aspires to develop a showcase model community. Avenu wishes to use this project as a demonstration model for future development opportunities for Avenu in North America.

Simple overview: Avenu is seeking the opportunity to realize the best of current social thinking, urban planning and inspired use of the best in modern sustainable energy and resource conservation technologies, to show what can be done and how it ought to be done.

The site is among the very unique of its kind in Canada:

- beautiful lakefront setting,
- access to pristine recreation (lakes and trails),
- bordered by significant natural wildlife habitats,
- fronting a regional arterial road
- could be connected to the waterfront vision lands of Port Perry
- 2.1 km within walking access to a historic town centre (restaurants, bars, culture, shops, bookstore, galleries, specialty food, waterfront park, marina)
- Within *Official Plan* zoning for urban settlement residential use up to high density

Among the most important legal rights for consideration:

- The site is approved and identified specifically for private communal waste (wastewater) disposal development. This permits a rare opportunity to build and integrate highest standard modern waste water treatment technology with other complementary sustainable energy technologies. This project offers the opportunity to assemble and showcase technology and show how to do it better

These unique aspects led Avenu to propose to Port Perry a collaborative development.

Avenu proposes a new-build stand-alone community made up of single family, townhomes and low to mid-rise multi-unit buildings. All under one master-planned project with integrated sustainability technology demonstrations in practical, working, real-world applications.

Avenu proposes smaller units (i.e. 2 bed, 2 baths, 780 square feet), hence practical and affordable to many, on an intergenerational basis: new first-time buyers, down-sizers and seniors. Aging-in-place healthcare services is a strong social benefit feature. Enhanced mobility is another. Low operating costs with low carbon footprint and resource conservation is another prime goal.

In '*Reader's Digest*' practical terms, the site offers a chance to build a hugely attractive, economically viable, model demonstration project of lasting and far-reaching value. On lands Scugog Township's Official Plan already designates for intensification.



OFFICIAL PLAN NEEDS AND DIRECTIONS

Scugog Township's OP identifies these lands as a priority urban settlement area greenfield site, with up to high density residential capacity. The project proposed is less: medium density when considering the whole.

Scugog suffers from an extreme lack of multi-unit housing options. The average Ontario municipality has 54% of its housing stock in single family homes. Port Perry has 80%.

Port Perry also has one of the oldest (by average, pro-rata) population cohorts. 50% of the population is over the age of 50, and almost 30% of the *total population of Port Perry* is over the age of 75 (29.5%). Port Perry is now a leading recipient of seniors outbound migration from larger urban centres. People are moving to Port Perry and Scugog Township to retire. Port Perry is also one of the fastest growing communities in Ontario for households with \$100,000+ annual family income. Over 5 years, 2016 to 2021, the growth was 49%. Quality of life is the driver. Lack of multi-unit housing is as problem. Seniors, for their part, want smaller, affordable, manageable options.

INNOVATIONS AND COLLABORATIONS

Avenu is looking to social constructs and social benefits. This is why the project is envisioned to be aging-in-place friendly, in spite of the 'resort' style qualities of the lands and project.

Avenu has engaged external experts as facilitators and collaborators to make enhance mobility a design/build feature. The *Toyota Mobility Foundation* has entered into an MOU with *Avenu Properties Corp.* and Port Perry to bring their world-leading expertise to the design process. The parties also hope to developing a purpose-designed EV (possibly autonomous) shuttle. This would be a project capital cost. The parties (including Port Perry) have already applied for study funding. The *Ontario Tech University*, already a R & D collaborator with Toyota, has expressed a strong desire to participate in building the prototype.

Avenu has engaged Canada's leading experts on PACE (*Program for All-Inclusive Care for Elderly*) to assist with planning new healthcare services. *Lakeridge Health Corporation* is highly interested in participated in planning and delivery.

Finally, on the social benefits side of matters, Avenu has committed to providing and facilitating a Port Perry owned, special 24 unit building on the site for subsidized housing for Family Doctor residents or other post-graduate level healthcare students. This is achievable. *Lakeridge Health Corporation* has offered consulting and planning assistance. An MOU is in discussion planning, contingent of MZO to provide certainty of go-forward opportunity.

Ministers Zoning Order

Avenu has requested Port Perry seek an MZO under Bill 185 to accelerate the planning and delivery of much needed housing. As set out a few paragraphs prior, Port Perry needs more multi-unit housing. Additional aspects of the proposed project including transportation enhancement meet MZO expectations.

The sole purpose of the MZO request is to settle density and unit-type mix, all 100% within the parameters of the Township of Scugog Official Plan.

The willingness of external facilitators and collaborators, including world-leading organizations such as *Toyota Mobility Foundation* (TMF), and technology leaders such as *Natural Systems Utilities* (Part of *Saur Group*, a leading water technology company), depends on the timely advancement of the project. The MZO is pivotable. It assists in eliminating uncertainty, The Official Plan already sets the desired zoning limits and parameters for the lands. An MZO will fix the project scope and scale of units and types of units within the already pubic process determined Official Plan.

When considering collaborative stakeholders for other beneficial aspects of the project, groups such as *Lakeridge Health Corporation* (for PACE; Aging-in-Place support) and

Ontario Technical University (for further collaboration with TMF for new transportation aspects to be developed in conjunction with enhanced mobility aspects), the MZO becomes essential.

This project can be transformational for Port Perry. That is the vision. Delivering an aging-in-place multi-unit housing project in Port Perry, capturing transportation improvements with enhanced mobility design and new transportation modalities, demonstrating technology adaptability to reduce the impact of limited and highly constrained water and waste infrastructure, is the project goal.

Part 2

Site Plan & Block Plan





Castle Harbour Drive

Single Detached
Townhome

Single Detached
Townhome

Single Detached

Edge of water

Potential Enhancement Area
Subject to
Further
study

Lot Fabric

Potential Enhanced Natural
Feature
Boardwalk Trail
Bird Sanctuary
Subject to
further study

Subject Site

Commonly Electric car-share
parking

Bell Tower

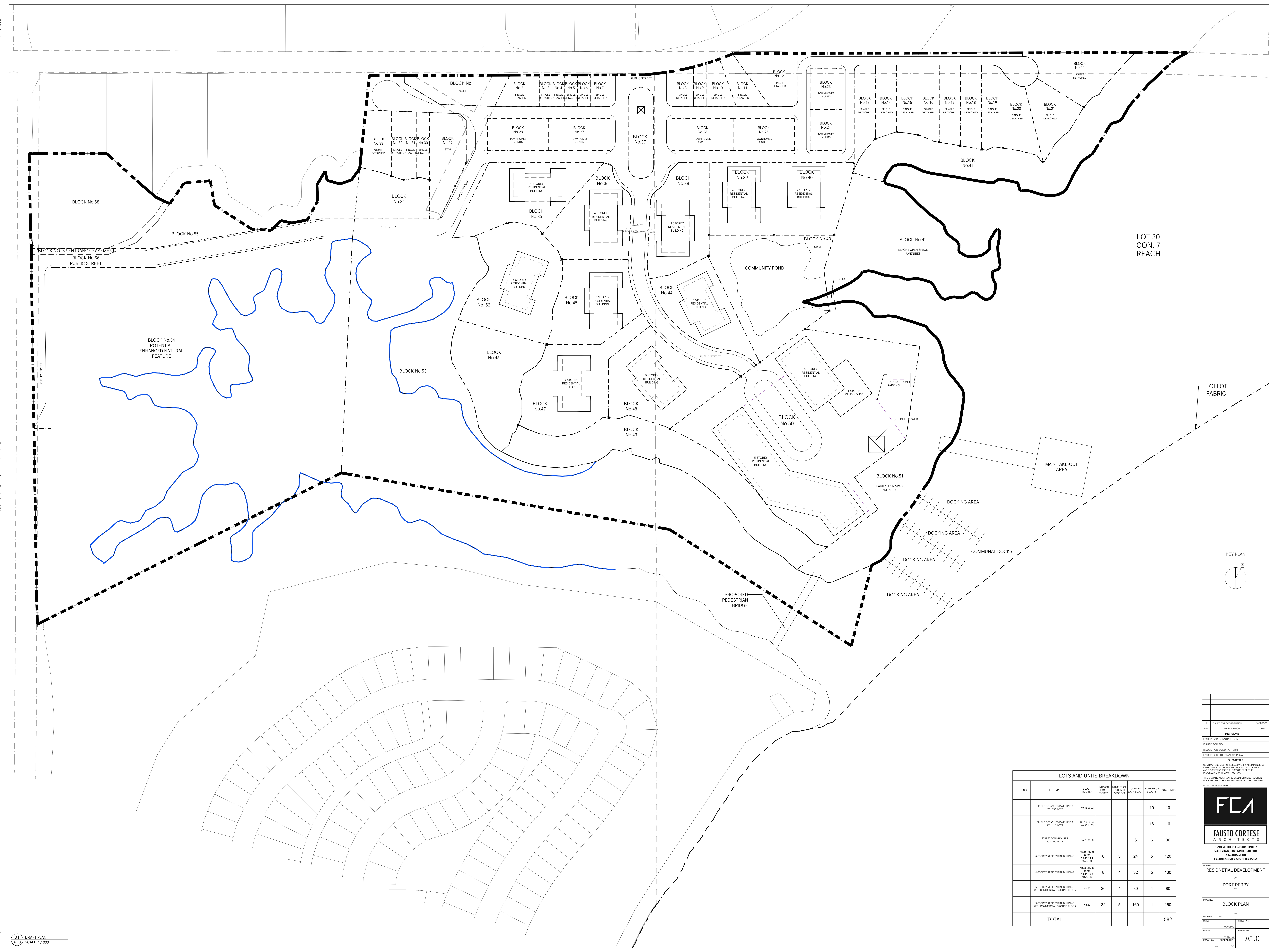
Pier & Lookout point

Communal
Docks

New Pedestrian Bridge
To extend
Part Perry's
Waterfront
Trail

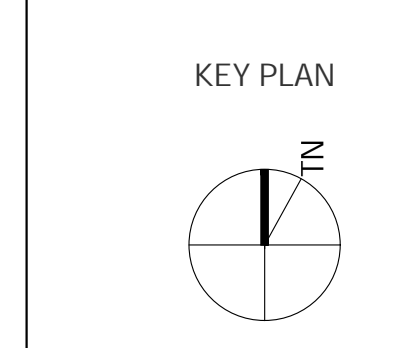
Bird House
Representation only
Location to be determined
by Environmental
consultants





LOT 20
CON. 7
REACH

LOI LOT
FABRIC



LOTS AND UNITS BREAKDOWN					
LEGEND	LOT TYPE	BLOCK NUMBER	UNITS ON EACH STREET	NUMBER OF RESIDENTIAL STOREYS	TOTAL UNITS
	SINGLE DETACHED DWELLINGS 90' x 150' LOTS	No. 13 to 22	1	10	10
	SINGLE DETACHED DWELLINGS 40' x 120' LOTS	No. 2 to 12 & No. 30 to 33	1	16	16
	STREET TOWNHOMES 20' x 100' LOTS	No. 23 to 28	6	6	36
	4 STOREY RESIDENTIAL BUILDING	No. 35 to 38 No. 40, 41 & No. 42	8	3	24
	4 STOREY RESIDENTIAL BUILDING	No. 39 to 43 No. 44 & No. 45	8	4	32
	5 STOREY RESIDENTIAL BUILDING WITH COMMERCIAL GROUND FLOOR	No. 46 to 49	20	4	80
	5 STOREY RESIDENTIAL BUILDING WITH COMMERCIAL GROUND FLOOR	No. 50 to 51	32	5	160
	TOTAL				582

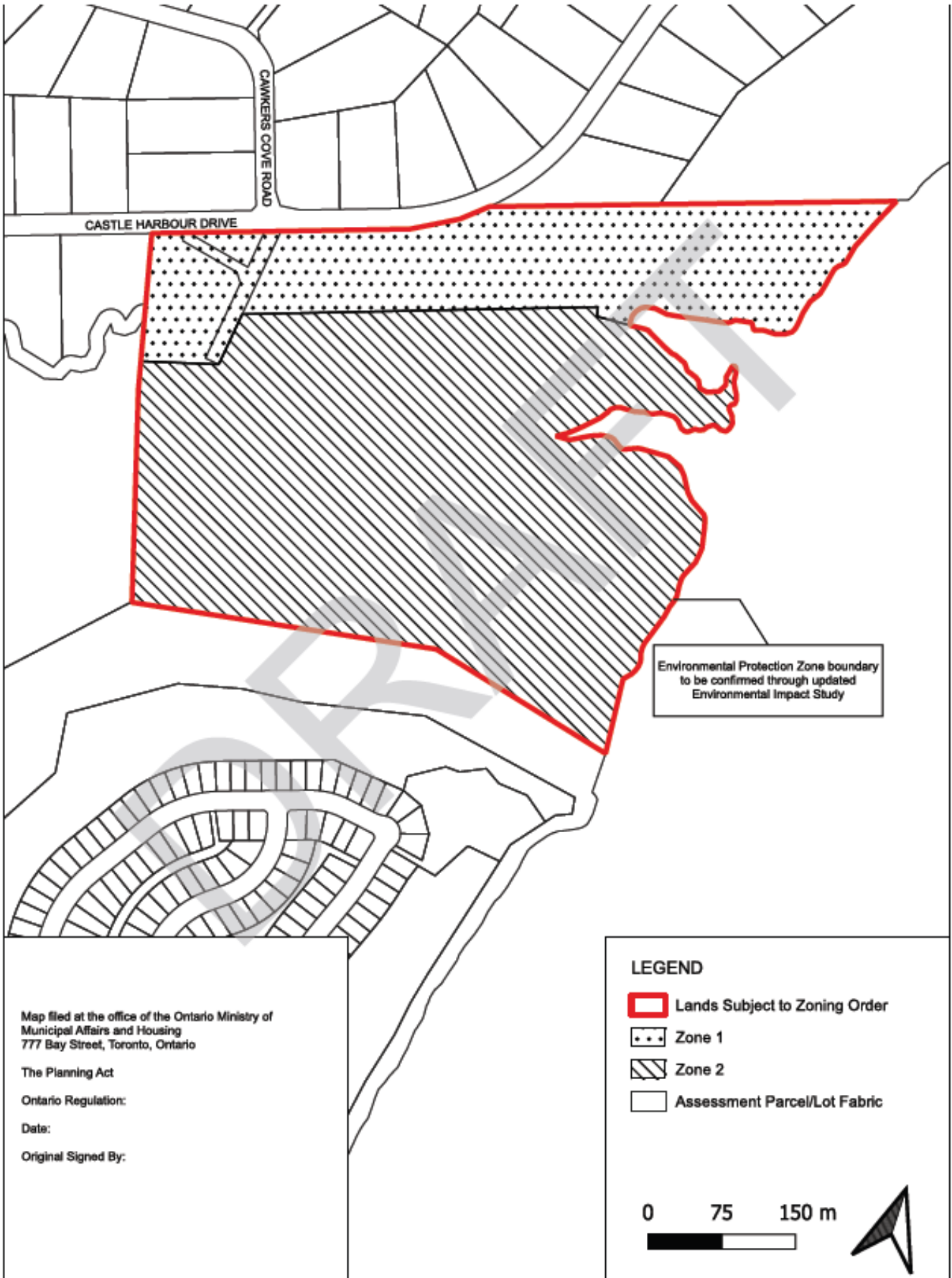
ISSUED FOR CONSULTATION	DATE
ISSUED FOR PERMIT	DATE
ISSUED FOR BUILDING PERMIT	DATE
ISSUED FOR SITE PLAN APPROVAL	DATE

FAUSTO CORTESÉ ARCHITECTS
 3500 RIVERBEND RD. UNIT 7
 VAUGHAN, ONTARIO L4V 1T8
 416-806-7000
 FCORTES@FAUSTOARCHITECTS.CA

RESIDENTIAL DEVELOPMENT
 ON
 PORT PERRY
 BLOCK PLAN

DRAWN BY: []
 CHECKED BY: []
 DATE: []
 SCALE: []
 PROJECT NO.: []
A1.0

Part Lots 19 & 20, Concession 7



Map filed at the office of the Ontario Ministry of
Municipal Affairs and Housing
777 Bay Street, Toronto, Ontario

The Planning Act

Ontario Regulation:

Date:

Original Signed By:

- LEGEND**
- Lands Subject to Zoning Order
 - Zone 1
 - Zone 2
 - Assessment Parcel/Lot Fabric

0 75 150 m



Part 3

**MZO Objectives &
Goals**

Please See Part 5
MZO Planning Rationale

Part 4 Development Company: Avenu Properties



ABOUT AVENU

Avenu Properties Corp is a property investment and project development firm with an ambition to generate a new-build portfolio in Ontario rich in innovation, low-carbon footprint, sustainability and positive social impact.

Avenu's investment portfolio includes a prominent Toronto commercial complex with 1 million sq. ft. office space and 40,000 sq. ft. of retail/commercial. Commercial tenants include daycare, healthcare companies and hospital facilities, as well as excelling financial institutions and innovators, such as J. P Morgan Chase.

Avenu has a dedication to best practices.

Avenu Properties Corp. is a family-oriented, people-focused, organization. Supporting the aspirations of families and generations to come, Avenu strives to make a difference with every new project.

4.1 Key Personnel – Avenu



4.1.1 Director – David G Medhurst

Name of Key Personnel	David Medhurst
Name of firm	Avenu Properties Corp.
Education	BA University of Toronto (Cum Laude) MBA University of Geneva / IMD Lausanne
Years of Relevant Experience	43
Role and Responsibility	Executive Director , Project Lead Policy Advisor
Description of extent and depth of relevant experience:	<p><i>Has relevant experience in:</i></p> <ul style="list-style-type: none"> 1) Finance 3) Government Relations 3) Planning & Development (large-scale projects) 4) Technology Innovation <p><i>Description of extent and depth of relevant experience:</i></p> <p>23 years managing (CEO level) engineering firm and project management; multi-national, multi-jurisdictional .</p> <p>28 years project finance, working with various institutions and various levels of government; investment banking (MD, Partner or Executive Director, level).</p> <p>30 years working with private sector projects having significant government and/or government agency interaction (P3's, developments in sensitive areas, funding for R & D).</p> <p>10 years direct involvement in sustainable technologies</p>

	<p>focused on micro and district heating and cooling and water schemes, all involving technology innovation.</p> <p>Lead a global Climate Change group internationally in several technology areas.</p> <p>Worked with City of London (UK); was co-Representative to C40 / Clinton Foundation (Ken Livingston, Mayor) with City of London; was Climate Change Group representative for large investment bank.</p> <p>International resorts & resort hotel projects (Club Med, Marriott, Holiday Inn).</p>
<p>Description of Creativity or Innovation in Previous Projects</p>	<p><i>Winner in world's largest global housing competition (refugee and immigration housing); technology-based contest - 80 competing bids - (Sofortprogramme, Germany). 3,600 homes in 24 months. "Fastest House in Germany".</i></p> <p><i>Developed and lead solution for a P3 Senior's project City of Guelph (The "Evergreen Centre"). Design-Build-Fund</i></p> <p><i>Lead for Drake's Landing, Okotoks, Alberta. North America's most energy efficient housing project (funded 2007 Natural Resources Canada CANMET). 97% heating from solar. Lead 'applicant' for CANMET funding.</i></p> <p><i>First to integrate building foundations with geothermal heating and cooling, in North America. (Marine Discovery Centre, Hamilton, Ontario.</i></p> <p><i>Design, Build, Operate – using HVAC lake cooling technology, for residential project, Sunset Waterfront Resort, in Kelowna, BC.</i></p>
<p>Description/List of awards, communications, etc.</p>	<p><i>Recognized by Canada Mortgage and Housing Corporation for contribution to technology export sector in building materials and products and services in reference to German project (Building Success).</i></p> <p><i>Key Note Speaker at numerous conferences. Canada; USA; Caribbean; Germany (Potsdam); London UK</i></p> <p><i>Various career awards, professional. Academic awards. Was elected Head of Canadian Chamber of Commerce, Berlin.</i></p>

4.1.2 Project Manager– Stephanie Tsang

Name of Key Personnel	Stephanie Tsang
Name of firm	Avenu Properties Corp.
Education	B.A. Urban Studies and Human Geography Certifications: <ul style="list-style-type: none"> - Project Management Certificate - Altus ARGUS Certificate
Years of Relevant Experience	6
Role and Responsibility	<p>Project Manager at Avenu Properties (2023 – 24)</p> <ul style="list-style-type: none"> - Manage real estate project (development phase), overseeing sales, marketing, and community engagement. <p>Project Coordinator in Bluebird Pine Property (2021 – 2023)</p> <ul style="list-style-type: none"> - Assist in the management of real estate projects, make regular reporting to stakeholders and investors. <p>Coordinator, Royal LePage Terrequity (2016 – 2021)</p> <ul style="list-style-type: none"> - Develop and execute marketing and communication outreach strategies to gain potential clients and investors. <p>Intern, Parsons Brinkerhoff (2015)</p> <ul style="list-style-type: none"> - Contribute to successful bidding proposal to civil engineering consultancy to 30MM infrastructure railway project
Description of extent and depth of relevant experience:	<p>Low-rise development project, Richmond Hill (55 MM)</p> <ul style="list-style-type: none"> - Implement sales and marketing strategies in launching the development <p>Low-rise development project, Toronto (50 MM)</p> <ul style="list-style-type: none"> - Collaborate with architect and planner to lobby for rezoning and development design to City’s departments and councillors
Description of Creativity or Innovation in Previous Projects	N/A

4.1.3 Project Manager– Jim Meng

Name of Key Personnel	Jim Meng
Name of firm	Avenu Properties Corp.
Education	Master of Applied Science, Civil Engineering - University of Windsor Bachelor of Applied Science, Construction Management Beijing University of Technology
Years of Relevant Experience	7
Role and Responsibility	Project Manager <ul style="list-style-type: none"> - Create and monitor project schedule - Manage and coordinate technical consultants - Prepare approval & permit application
Description of extent and depth of relevant experience:	Has experience in 1) Land Development; 2) Construction Management; and 3) Project Management 4) Consulting Engineering Description of extent and depth of relevant experience: 2 years consulting engineering experience. 5 years working with builder and developer. Experience Description: <ul style="list-style-type: none"> • Develop a project plan. Creating a timeline of goals to be met. • Monitor the project process and adjust the predicted project timeline accordingly. • Tracking project performance and analyzing deliverables against requirements. • Identifying progress status, productivity, and deliverables to identify risks, impacts, and issues. • Oversee and coordinate with all external consultants, builders and contractors in development phase and construction phase. • Manage technical consultants or trade. • Host all project-relative meetings with the internal team members and external consultants.

	<ul style="list-style-type: none"> • Planning and estimating costs and determining budgets. • Communicate with municipal staff directly to address comments. • Apply and obtain certain municipal permits during planning and construction phases. • Be the key contact person between municipalities and consultants to revise the comments. • Prepare, issue and negotiate during RFP process. • Inspect the construction work done by contractor and close the project. • Apply and obtain Draft Plan Approval, Site Plan Approval and Building Permit. • Attend municipal council meetings to investigate potential development opportunities.
Previous Projects	<ul style="list-style-type: none"> - Thesis: Using externally bonded Carbon Fiber Reinforced Polymer to strength the shear capacity of hollow core slabs. - 60 units single dwellings development in Caledon - 30 units townhouses development in Markham - 48 units townhouses in Brampton
Description/List of awards, communications, etc.	N/A

4.1.4 Legal Counsel– Lorne Gross

Name of Key Personnel	LORNE GROSS
Name of firm	Avenu Properties Corp.
Education	<p>M.B.A. Oxford University (Said Business School). 2003.</p> <p>LLB. Osgoode Hall Law School. 1998.</p> <p>M.A. Chinese Area Studies, University of London (SOAS) – Majoring in Chinese language and philosophy. 1994.</p> <p>Harvard University (Visiting Undergraduate). 1993.</p> <p>B.A. Philosophy, University of Toronto. 1993.</p>
Years of Relevant Experience	26
Role and Responsibility	<p>General Legal Counsel with oversight of all legal matters at Avenu Properties Corp.</p> <p>Corporate and Commercial law, real estate practice at Lorne Gross & Associates.</p>
Description of extent and depth of relevant experience:	<p>Vast experience in corporate law, real estate transactions, and investment management.</p> <p>Successfully managed legal matters for diverse clients including large funds and multinational corporations.</p> <p>Extensive involvement in cross-border investment activities.</p>
Description of Creativity or Innovation in Previous Projects	<p>Designed Canada-wide loan factoring program for Bank of China.</p> <p>Acted on long term basis for largest worldwide manufacturer of certain products for Ikea and Michaels stores.</p>

	Successfully completed real estate acquisitions including a \$50MM acquisition of development lands.
Description/List of awards, communications, etc.	N/A

4.1.5 Director of Public Affairs – Annie Liu

Name of Key Personnel	Annie Liu
Name of firm	Avenu Properties Corp.
Education	<ul style="list-style-type: none"> - MBA, Kellogg-Schulich Business Program, York University & Northwestern University - Master of Journalism, Communication University of China
Years of Relevant Experience	15 years
Role and Responsibility	<ul style="list-style-type: none"> - Director of Public Affairs - Social responsibilities for the firm - Media relationships
Description of extent and depth of relevant experience:	<ul style="list-style-type: none"> - 4 years of working experience at Australian Broadcasting Corporation as a producer - 4 years of working experience at CBS News as a producer - 2 years of running own PR firm
Description of Creativity or Innovation in Previous Projects	N/A
Description/List of awards, communications, etc.	N/A

4.1.6 Data Analyst – Cacharel Jiang

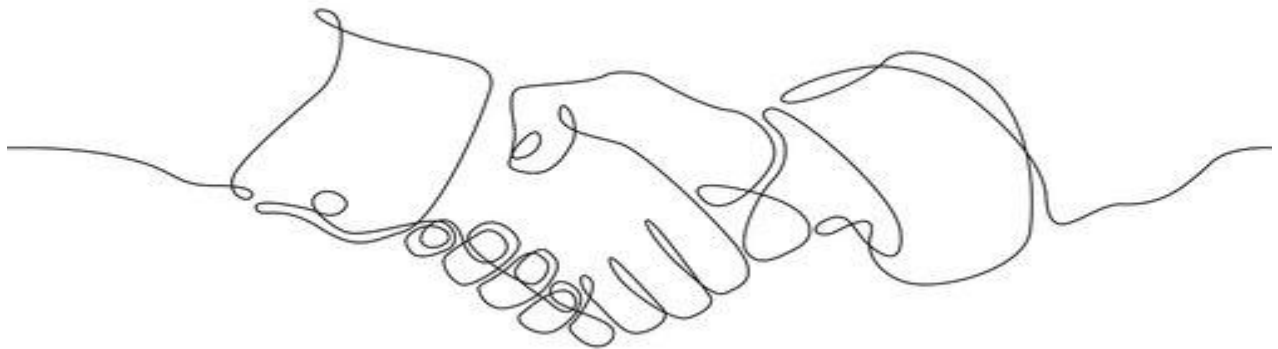
Name of Key Personnel	Cacharel Jiang
Name of firm	Avenu Properties Corp.
Education	Statistics and Actuarial Science Double Major Bachelor of Honours Mathematics University of Waterloo Scholarship: President Scholarship of Distinction
Years of Relevant Experience	2 years
Role and Responsibility	Data Analyst
Description of extent and depth of relevant experience:	<p>Proactive investment analyst with 2+ years of experience in finance, specializing in data analysis and financial modelling.</p> <p>Proficient in Bloomberg; Capital IQ; Microsoft Office, Excel, PowerPoint; Python, SQL, R, VBA Macros Financial Modelling, DCF, CCA, and D&A waterfalls</p> <p>Strategic Asset Allocation Analyst British Columbia Investment Management Corp. (BCI) Victoria, Canada May – Sept 2022</p> <p>Forecasted clients’ income of private asset classes across various risk scenarios, created dashboard using Python to visualize 18-month transition plans for recommended Private Equity asset mix adjustments</p> <p>Conducted 40-page Peer Strategy Analysis Advised allocation adjustments of the private asset classes including rebalancing public and private asset classes to optimize fund performance.</p> <p>Monitored liquidity of asset classes in portfolio using VBA and Python, optimized Private Equity deal deployment pace, and maintained liquidity balance through close collaboration with external and internal stakeholders</p>

	<p>Canadian Large-Cap Equities Analyst British Columbia Investment Management Corp. (BCI) Victoria, Canada Jan – Apr 2022</p> <p>Performed Equity Research within a team that managed a \$3.6 billion CAD Long-Only quality GARP fund.</p> <p>Initiated \$9B market-cap Technology company Equity and Data Analysis</p> <p>Produced 40-page report and presented to Investment Committee; in-depth insights on machine learning (ML), reinforcement learning.</p>
<p>Description of Creativity or Innovation in Previous Projects</p>	<p>Developed comprehensive demographic analyses for real estate projects, led grant applications with collaboration of governmental participation.</p>
<p>Description/List of awards, communications, etc.</p>	<p>N/A</p>

4.1.7 Head of HR – Vivian Li

Name of Key Personnel	Vivian Li
Name of firm	Avenu Properties Corp.
Education	Master of Arts
Years of Relevant Experience	20 years
Role and Responsibility	As the Head of HR, People & Culture, Vivian’s key responsibility includes: <ol style="list-style-type: none"> 1. Attract and retain talent for the company 2. Build an inclusive and engaging culture where all employees feel a sense of belongings 3. Make sure we are compliance in employment law and regulations
Description of extent and depth of relevant experience:	Vivian has 20 years of extensive HR experience which includes diversity and inclusion; recruitment; performance management, HR technology, leadership development, etc. In her 7 years of experience leading RBC’s inclusive recruitment team, Vivian developed strategies, policies and processes in effectively attracting talent from diverse backgrounds to join the firm, especially those who are from underprivileged communities, such as indigenous, people with disabilities, LGBTQ+, visible minorities, women, etc.
Description of Creativity or Innovation in Previous Projects	In order to attract indigenous talent, Vivian created a series of event based recruiting initiatives from Remove Hiring Bias training for hiring managers to Diversity Works Here recruiting events. She also invited Indigenous trainer to provide culture awareness training to the employees and hiring managers which helped break down stereotyping of indigenous peoples. One of the exercises she organized to break down culture barriers is the Blanket Exercise which allowed people to experience the trauma indigenous community had gone through from residential schools, etc.
Description/List of awards, communications, etc.	N/A

4.2 Key External Consultants



4.2.1 Traffic - LEA Consulting

Name of Key Consultant	Debang Chen
Name of firm	LEA Consulting
Education	M.Eng., Transportation Engineering C Planning, University of Toronto BASc (Hons), Civil Engineering, University of Toronto
Years of Relevant Experience	6 Years
Role and Responsibility	As a project manager, Debang’s responsibilities include: <ul style="list-style-type: none"> • Project Planning • Team Coordination • Risk Management • Budget Oversight • Client Communication
Description of extent and depth of relevant experience:	Debang Chen has a broad background in project management, transportation planning, traffic and pedestrian modelling, public transit operation, and detailed design. He has worked on numerous transportation planning and traffic engineering studies in travel demand modelling, microsimulation analysis, transit operations, station planning, intersection capacity analysis, and pedestrian flow assessments.
Description of Creativity or Innovation in Previous Projects	Debang has provided innovative solutions in many transportation planning studies, traffic impact assessments, traffic simulation, traffic operation studies, signal priority studies, corridor studies, signal coordination studies, traffic management studies, travel demand forecasting, environmental assessments, public consultation, and strategic transportation and parking studies. Examples of these projects include: <ul style="list-style-type: none"> • Dundas Bus Rapid Transit (BRT) Transit Project Assessment Process (TPAP) • Metrolinx: Five Station Blitz GO Stations Project • Metrolinx King City GO Pedestrian Simulation Analysis

Description/List of awards, communications, etc.	<ul style="list-style-type: none">• Professional Engineer, Professional Engineers Ontario (PEO)• Canadian Institute of Transportation Engineers• Young Professionals in Transportation
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LEA Consulting Ltd.
625 Cochrane Drive, 5th Floor
Markham, ON, L3R 9R9 Canada
T | 905 470 0015 F | 905 470 0030
WWW.LEA.CA

May 16, 2024

To Whom It May Concern:

We confirm that LEA Consulting Ltd. does not have any actual or perceived conflict between our interests and the interests of the Project Team and the interest of 16941 Simcoe St Developments Inc..

Yours truly,

LEA CONSULTING LTD.

A handwritten signature in black ink that reads 'Debang Chen'.

Debang Chen, M.Eng., P.Eng.
Project Manager, Transportation Engineering

4.2.2 Civil Engineering - SCS Consulting

Name of Key Consultant	Darin Shore, P.Eng
Name of firm	SCS Consulting Group Ltd.
Education	University of Waterloo, Bachelor of Applied Science, Honours Environmental Engineering Water Resources Option, 2016
Years of Relevant Experience	5
Role and Responsibility	Designer, Project Manager Has experience in 1) Project Development; 2) Design; 3) Project Management
Description of extent and depth of relevant experience:	Darin has experience in residential, commercial, and industrial site plan development projects across the GTA. His responsibilities include detailed engineering design and project management assistance across various stages of the project lifecycle, from due diligence to preliminary and detailed design. Darin has worked on a variety of sites, including townhouses, mid-rise and high-rise condominiums, industrial buildings, senior's homes, and schools. His responsibilities have included detailed sanitary/storm servicing design, grading design, consultant coordination, project management and technical report writing. Darin's attention to detail, ability to anticipate and solve problems, and communication skills make him an asset to the design and coordination components of land development projects.

<p>Description of Creativity or Innovation in Previous Projects</p>	<p><u>Keswick Business Park – Industrial Development, Town of Georgina</u></p> <p>Darin is lead designer on Keswick Business Park, an industrial multi-phase development which employs combination of low impact development measures, ponds, and underground storage chambers to meet stormwater management objectives.</p> <p>Darin employed an innovative approach to ensure not only that stormwater management objectives were met, but that solutions incorporated the designs of future surrounding phases of the development, taking a holistic approach.</p> <p><u>Dockside East Development – High Density Mixed-Use Development, Town of Whitby</u></p> <p>Darin is lead designer on Dockside East development, a mixed-use development which is using sanitary servicing in conjunction with a District Energy system to produce energy via sanitary waste.</p> <p>Darin facilitates innovative design to ensure that there are no conflicts between the sanitary and district energy systems, and that all objectives of the design are met.</p>
<p>Description/List of awards, communications, etc.</p>	<p>Professional Affiliations</p> <p>Professional Engineer (P.Eng) - Association of Professional Engineers of Ontario</p> <p>Company Awards</p> <p>2023 Toronto Urban Design Awards Award of Excellence Tommy Thompson Entrance and Pavilion – 3 Leslie Street</p>

	<p>2016 Lake Simcoe Region Conservation Authority Conservation Award of Merit Honouring SCS Consulting Group Ltd. – Stormwater Management</p> <p>2014 34th Annual BILD Awards Places to Grow Community of the Year Low Rise – The Neighbourhoods of Cardinal Point</p> <p>2013 Infrastructure Award of Excellence Greater Toronto Sewer and Watermain Contractors Association</p> <p>2012 Vaughan Urban Design Awards Environmental Green Award The Molise Kleinburg Wetland Channel Project</p>
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File #: 2711
Date: May 21, 2024

Project Scugog/EQUUS
Avenu Properties Corp.

To Whom it May Concern:

Re: **Non-Conflict of Interest Confirmation for
South of Castle Harbour Road, Part Lots 19 & 20 Concession 7
Port Perry, Township of Scugog, Ontario**

This letter has been prepared to confirm that SCS Consulting Group Ltd. Does not have any actual, potential, or perceived conflict of interest between our interests and the interests of the Project Team Members and the interest of the Project Scugog/EQUUS and Avenu Properties Corp.

Please contact the undersigned if you have any questions or require any additional information.

Sincerely,

SCS Consulting Group Ltd.

A handwritten signature in blue ink, appearing to read 'D. Shore', is written over a horizontal line.

Darin Shore, P.Eng
dshore@scsconsultinggroup.com

P:\2711 Avenu Properties - 16941 Simcoe Street Port Perry\Correspondence\Letters\2024 05(May) 16 - CV's and non-conflict of interest\Scugog-ds-16941 Simcoe-non conflict of interest-21May24.docx

Name of Key Consultant	Paul Sarta, P.Eng.
Name of firm	SCS Consulting Group Ltd.
Education	University of Toronto BAsC. Civil Engineering 2007
Years of Relevant Experience	17
Role and Responsibility	Associate, Senior Team Leader Has experience in 1)Project Development; 2) Design; 3) Project Management 4) Agency and Public Relations
Description of extent and depth of relevant experience:	<p>Paul has a wide range of project management and detailed design experience involving all stages of residential development. His responsibilities include project management, detailed engineering design and technical support of engineering projects from the planning stages through to construction. His technical expertise and leadership approach ensures project budgets and timelines are respected.</p> <p>Paul has gained extensive experience working on projects within various municipalities in the Greater Toronto Area. This experience coupled with Paul’s commitment to developing relationships with both clients s agencies helps to achieve cost-effective solutions and approvals in a timely manner.</p> <p>Paul’s focus on client service and pro-active approach to project management are an invaluable asset through the life of a project. Paul brings a practical approach to all of his projects, resulting in an efficient and successful project outcome.</p>

<p>Description of Creativity or Innovation in Previous Projects</p>	<p><u>Highland Gate Developments Inc. – 156 Lot Infill Subdivision, Town of Aurora:</u></p> <p>Paul helped guide the project through an extensive and challenging draft plan process with the local municipality and ratepayer group. He was actively involved in the Ontario Municipal Board mediation process and settlement with these stakeholders.</p> <p>A unique aspect of the development is its interface with more than 500 neighbouring residential properties. This warranted an extensive consultation process with the neighbouring property owners by providing appropriate buffers and mitigation measures. These efforts helped create a seamless transition between the existing mature community and the proposed infill development.</p> <p>The grading design of the development posed a unique challenge often dictating the layout of the Draft Plan to minimize the use of retaining walls to the greatest extent possible and ensuring all drainage is captured on the development lands with no detrimental impact to the existing neighbouring properties.</p> <p>The Stormwater Management solution for the development incorporated an innovative treatment train approach eliminating any requirement for traditional end of pipe facilities (i.e. SWM Ponds). Each of the 7 development areas has its own distinct Stormwater Management solution, mostly utilizing a combination of oversized storm sewers and biofiltration or infiltration trenches within the Municipal right-of-way. To accommodate these innovative servicing strategies, an alternative design standard right-of-way section was created specifically</p>
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	<p>for this development. neighbouring property owners by providing appropriate buffers and mitigation measures. These efforts helped create a seamless transition between the existing mature community and the proposed infill development.</p> <p><u>Canterbury Land Development Corporation – 100 Lot Infill Subdivision, Township of Scugog:</u></p> <p>Paul managed this project from the initial due diligence stages, through draft plan approval and to detailed design. The re-development of the existing Canterbury Golf Course consists of 100 residential units and a Seniors Residential site plan block. The existing golf course is surrounded by an existing retirement oriented neighbourhood, with many existing homes in close proximity to the proposed development.</p> <p>Paul helped guide the project through the draft plan approval process at the Ontario Municipal Board with the local municipality and Canterbury Common Resident Association. He was actively involved in the mediation process and settlement.</p> <p>During the draft plan stages of the project, Paul completed a detailed sanitary capacity analysis of the downstream sewer system and obtained approvals from the Region of Durham allowing the subdivision to move forward with development and construction.</p>
<p>Description/List of awards, communications, etc.</p>	<p>Professional Affiliations</p> <p>Professional Engineer (P.Eng) - Association of Professional Engineers of Ontario</p> <p>Company Awards</p> <p>2023 Toronto Urban Design Awards Award of Excellence</p>

	<p>Tommy Thompson Entrance and Pavilion – 3 Leslie Street</p> <p>2016 Lake Simcoe Region Conservation Authority Conservation Award of Merit Honouring SCS Consulting Group Ltd. – Stormwater Management</p> <p>2014 34th Annual BILD Awards Places to Grow Community of the Year Low Rise – The Neighbourhoods of Cardinal Point</p> <p>2013 Infrastructure Award of Excellence Greater Toronto Sewer and Watermain Contractors Association</p> <p>2012 Vaughan Urban Design Awards Environmental Green Award The Molise Kleinburg Wetland Channel Project</p>
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File #: 2711
Date: May 21, 2024

Project Scugog/EQUUS
Avenu Properties Corp.

To Whom it May Concern:

**Re: Non-Conflict of Interest Confirmation for
South of Castle Harbour Road, Part Lots 19 & 20 Concession 7
Port Perry, Township of Scugog, Ontario**

This letter has been prepared to confirm that SCS Consulting Group Ltd. Does not have any actual, potential, or perceived conflict of interest between our interests and the interests of the Project Team Members and the interest of the Project Scugog/EQUUS and Avenu Properties Corp.

Please contact the undersigned if you have any questions or require any additional information.

Sincerely,

SCS Consulting Group Ltd.

A handwritten signature in blue ink, appearing to read 'PSarta', is written over a horizontal line.

Paul Sarta, P.Eng
psarta@scsconsultinggroup.com

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Name of Key Consultant	Peter Chen, P.Eng
Name of firm	SCS Consulting Group Ltd.
Education	University of Waterloo B.A. Sc. Civil Engineering 2008
Years of Relevant Experience	16
Role and Responsibility	Senior Project Manager Has experience in 1)Project Development; 2) Design; 3) Project Management 4) Agency and Public Relations
Description of extent and depth of relevant experience:	<p>Peter has over 10 years of project management and detailed design experience in subdivision and site plan development. His responsibilities include planning, project management, due diligence investigations, detailed engineering design, and technical support throughout all stages of construction. His technical proficiency along with extensive and diverse work experience result in creative design solutions and timely project delivery.</p> <p>Peter is involved in various types of development, including subdivision, residential, commercial and large industrial site plans, and public infrastructure. His ability to establish, develop, and maintain effective working relationships with clients and review agencies has resulted in expedited review process and approvals.</p>

<p>Description of Creativity or Innovation in Previous Projects</p>	<p><u>Keswick Business Park – Industrial Development, Town of Georgina</u></p> <p>Peter is Senior Project Manager on Keswick Business Park, an industrial multi-phase development which employs combination of low impact development measures, ponds, and underground storage chambers to meet stormwater management objectives.</p> <p>Peter employed an innovative approach to ensure not only that stormwater management objectives were met, but that solutions incorporated the designs of future surrounding phases of the development, taking a holistic approach.</p> <p><u>Dockside East Development – High Density Mixed-Use Development, Town of Whitby</u></p> <p>Peter is Senior Project Manager on Dockside East development, a mixed-use development which is using sanitary servicing in conjunction with a District Energy system to produce energy via sanitary waste.</p> <p>Peter facilitates innovative design to ensure that there are no conflicts between the sanitary and district energy systems, and that all objectives of the design are met.</p>
<p>Description/List of awards, communications, etc.</p>	<p>Professional Affiliations</p> <p>Professional Engineer (P.Eng) - Association of Professional Engineers of Ontario</p> <p>Company Awards</p> <p>2023 Toronto Urban Design Awards Award of Excellence</p>

	<p>Tommy Thompson Entrance and Pavilion – 3 Leslie Street</p> <p>2016 Lake Simcoe Region Conservation Authority Conservation Award of Merit Honouring SCS Consulting Group Ltd. – Stormwater Management</p> <p>2014 34th Annual BILD Awards Places to Grow Community of the Year Low Rise – The Neighbourhoods of Cardinal Point</p> <p>2013 Infrastructure Award of Excellence Greater Toronto Sewer and Watermain Contractors Association</p> <p>2012 Vaughan Urban Design Awards Environmental Green Award The Molise Kleinburg Wetland Channel Project</p>
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File #: | 2711
Date: | May 21, 2024

Project Scugog/EQUUS
Avenu Properties Corp.

To Whom it May Concern:

**Re: | Non-Conflict of Interest Confirmation for
South of Castle Harbour Road, Part Lots 19 & 20 Concession 7
Port Perry, Township of Scugog, Ontario**

This letter has been prepared to confirm that SCS Consulting Group Ltd. Does not have any actual, potential, or perceived conflict of interest between our interests and the interests of the Project Team Members and the interest of the Project Scugog/EQUUS and Avenu Properties Corp.

Please contact the undersigned if you have any questions or require any additional information.

Sincerely,

SCS Consulting Group Ltd.

A handwritten signature in black ink, appearing to read 'Peter Chen', is written over a horizontal line.

Peter Chen, P.Eng
pchen@scsconsultinggroup.com

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4.2.3 Land Survey - Van Harten Surveying

Name of Key Consultant	Matthew de Jager
Name of firm	Van Harten Surveying Inc.
Education	BA, University of Guelph, 2012 Dipl. Eng Tech, Sheridan College, 2008
Years of Relevant Experience	14 years
Role and Responsibility	Owner Office Manager Project Manager Ontario Land Surveyor
Description of extent and depth of relevant experience:	Mr. de Jager has been a licensed Ontario Land Surveyor for 9 years. In this capacity he has provided professional surveying services for a wide variety of land development projects and land tenure issues. These projects range in size and complexity and include following types of services: Subdivision Plans, Reference Plans, Topographic Surveys, Boundary Surveys, Condominium Plans, Construction Layout, Precise Monitoring, Site Plans, Grading Plans, and As-Built Surveys.

<p>Description of Creativity or Innovation in Previous Projects</p>	<p>A surveyor’s work is mostly concerned with measuring and presenting real world features and land title issues for other consultants to then undertake design and decision making. Therefore our opportunity for creativity is most evident when we are required to communicate with clients and the public about complex legal issues. In this setting we are able to simplify the complex issues so that a lay person can understand fundamentally what’s at stake. Our expert opinion and high standards of professionalism are used to protect the public interest at all times.</p> <p>We at Van Harten have always prided ourselves on being at the forefront of technological changes and have been fast adopters of GNSS, GIS and LiDAR. We have historically been able to provide clients with alternative ways of gathering data, which lends itself to an accelerated timeline and a cost efficient solution.</p>
<p>Description/List of awards, communications, etc.</p>	<p>Memberships include:</p> <ul style="list-style-type: none"> • Association of Ontario Land Surveyors <ul style="list-style-type: none"> ○ Currently serving on the Registration Committee • Greater Dufferin Home Builders Association



May 17, 2024
matt.dejager@vanharten.com

To Whom It May Concern:

We confirm that Van Harten Surveying Inc. does not have any actual, potential or perceived conflict between our interests and the interests of the Project Team Members for the project known as Scugog/EQUUS and the interests of Avenue Properties Corporation.

Regards,

Matthew de Jager,
O.L.S. Owner

572 Weber Street North, Unit 7
Waterloo ON N2L 5C6
519-742-8371

Elmira, ON:
519-669-5070

423 Woolwich Street
Guelph, ON N1H 3X3
519-821-2763

660 Riddell Road, Unit 1
Orangeville, ON L9W 5G5
519-940-4110

Collingwood, ON:
249-499-8359

www.vanharten.com

4.2.4 Environmental – Beacon Environmental

Name of Key Consultant	Brian Henshaw
Name of firm	Beacon Environmental Limited
Education	N/a
Years of Relevant Experience	35 years
Role and Responsibility	CEO, Senior Ecologist, Project Manager. Project lead and oversight, review.
Description of extent and depth of relevant experience:	<p>Brian is an accomplished project manager. Over more than three decades, he has accrued a broad range of experience related to the monitoring, inventory, analysis, and evaluation of natural systems, with special expertise in wildlife and in wetlands.</p> <p>Project types which he has managed include: functional habitat analyses, Natural Heritage System development, <i>Renewable Energy Act</i> applications, Environmental Assessments (natural environment components), Environmental Impact Studies, and development and execution of various monitoring protocols. He has also undertaken strategic analyses of natural heritage issues, permits and advice pertaining to the <i>Endangered Species Act</i> and <i>Species at Risk Act</i>, ecological risk assessments, and integrated information from multi-disciplinary consulting teams, negotiated with agencies, and managed other project components. In addition, he has expertise in addressing nuisance wildlife issues, wildlife air traffic hazard and risk assessments, restoration activities, qualitative and quantitative bird studies, and inventories of mammals, herpetofauna, insects and vegetation.</p>

	<p>Projects managed frequently include the identification of locally, provincially and nationally significant species, identification of habitats and ecological/development constraints and opportunities, buffer, attribute and landscape connectivity assessments, and recommendations for mitigative measures. Research has included the use of breeding habitat by Bank Swallows, waterfowl, the use of small mammals as bio-indicators for radionuclides, urban effects on forest birds, interactions between roads and wildlife, and landscape restoration targets.</p> <p>Brian was a lead instructor for the provincial Ontario Wetland Evaluation System course for 12 years, assisted in the instruction of the provincial Ecological Land Classification course and has instructed airport wildlife management course to the standard required by Transport Canada. He has undertaken various peer review projects including for Indigenous Communities and has provided expert testimony to the Ontario Municipal Board, Land Use Planning Appeals Tribunal and at Expropriation Hearings.</p>
<p>Description of Creativity or Innovation in Previous Projects</p>	<p>Having worked on over 800 projects in his career, many have been at the cutting edge of ecological challenges, whether original buffer research or solving of complex effects related impacts, including recently the development of successful artificial nesting structures for a colonial regulated species.</p>
<p>Description/List of awards, communications, etc.</p>	<ul style="list-style-type: none"> • Qualified Nuclear Energy Worker, Orange 1 or 2 (2015-Present) • Crestcom Management Course, 2018 • CEAA Screenings (three days, Ottawa 2004) • Project Management Training (two one day sessions, 2004) • Oak Ridges Moraine MNR Training Seminar (one day, 2003) • Joint Bird Strike Committee Canada/USA (Sacramento 2001, Calgary 2002, Toronto 2003) • Introduction to the CEAA (three half days, spring 2002) • Temperate Wetlands Restoration Course (six days, September, 2000) • OMNR Introductory Soils Course (three days, July 2000) • OMNR ELC course for Instructors (1999) • Ecosystems and Predictive Engineering Geology Terrain Models (semester course September - December 1997; refresher course December 2000)

	<ul style="list-style-type: none">• OMNR Environmental Impact Study Training Session (two days, July 1995)• Ontario Ministry of Natural Resources Wetland Evaluation Course (five days, summer 1994) <p><i>Other Assignments</i></p> <ul style="list-style-type: none">• Course Director (Faculty), Environmental Planning Graduate Semester Course, York University, 2015• Instructor for the Canadian Aviation Regulations Airport Wildlife Management Course, 2011-Present• Primary Instructor for the Ontario Ministry of Natural Resources' Wetland Evaluation System full courses and refresher courses, 1998-2010
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GUIDING SOLUTIONS IN THE NATURAL ENVIRONMENT

May 16, 2024

To Whom it May Concern:

We confirm that Beacon Environmental Ltd. does not have any actual or perceived conflicts between our interests and the interest of the Project Team and Avenu Properties Inc.

Yours truly,
Beacon Environmental

Brian E. Henshaw
CEO, Senior Ecologist

Markham ❖ Bracebridge ❖ Guelph ❖ Peterborough ❖ Barrie
www.beaconenviro.com

4.2.5 Appraisal – AREAS Real Estate Appraisal and Advisory

Name of Key Consultant	Sean Ashworth, P.App. AACI, BA, DULE
Name of firm	AREAS Real Estate Appraisal and Advisory
Education	Bachelor of Arts - 1986 Diploma Urban Land Economics – 1991 AACI – 2015
Years of Relevant Experience	+30 years
Role and Responsibility	Principal Appraiser Current manages a team of six appraisers <ul style="list-style-type: none"> - Managing appraisal process - Managing clients
Description of extent and depth of relevant experience:	Since 1991, Mr. Ashworth has acquired extensive experience in valuations, budgeting and forecasting, acquisitions/dispositions. Broad experience in all asset classes; retail, office, industrial, land and development.
Description of Creativity or Innovation in Previous Projects	Successfully developed a boutique appraisal firm. Managed \$25 billion global portfolio for Canada Pension Plan Investment Board (CPPIB) (2010 – 2015). Recognized as expert in real estate financial software (Dyna/Argus Enterprise) Extensive
Description/List of awards, communications, etc.	Membership Appraisal Institute of Canada License - 702121



AREAS Real Estate Appraisal and Advisory
3410 South Service Road – Suite G4
Burlington, L7N 3T

May 29, 2024

Dear: To Whom It May Concern,

RE: Project Scugog/EQUUS
Non-Conflict of Interest Statement for MZO Application

I confirm that AREAS Real Estate Appraisal and Advisory does not have any actual, potential or perceived conflict between our interests and the interests of the Project Team Members for the project known as Scugog/EQUUS and the interests of Avenue Properties Corporation.

Sincerely

A handwritten signature in black ink that reads "Sean Ashworth".

Sean Ashworth, P. App., AACI Principal – Member # 702121

AREAS Real Estate Appraisal and Advisory

4.2.6 Architect – Fausto Cortese Architect

Name of Key Consultant	Fausto Cortese
Name of firm	Fausto Cortese Architect Inc
Education	<p>2001 - 2002 Master's in Architecture Lawrence Technological University, Southfield, Michigan</p> <p>Thesis: Woodbine Casino/Hotel Development -Coordinated by Hub White, ARCH</p> <p>1996 - 2000 Bachelor of Architectural Science Ryerson Polytechnic University, Toronto, Ontario</p> <p>Thesis: Extreme Games Facility -Coordinated by Baruch Zone, ARCH</p>
Years of Relevant Experience	21
Role and Responsibility	<p>June 2014- Present</p> <p>Founded Fausto Cortese Architect Inc</p> <p>Founded my own architecture firm that focuses on detailed design, interior design, and construction documents for a full range of project types. To date the firm has acquired and completed over 400 varying sized projects.</p>
Description of extent and depth of relevant experience:	<p>June 2005- 2015 Project Manager / Construction Manager ZZEN Group of Companies</p> <p>Initial meeting with potential clients to determine business type, desired location, physical building requirements, business specific items, timeline, and budget.</p>

	<p>Preparation of proposal, including site plan, elevation, renderings, price, construction specification, and construction schedule.</p> <p>Make recommendation to clients regarding building components, such as heating systems, lighting systems, insulation values, design options that will increase the building worth in the future such as LEED's, geothermal systems, building automation, and solar.</p> <p>Hire the consultant team depending on the complexity and nature of the project. Responsible for managing and coordinating, architect, landscape architect, site servicing engineer, structural engineer, mechanical and electrical engineer, and sprinkler engineer.</p> <p>Working together with architect and in-house interior designer to determine and price finishes according to client final concept for interiors.</p> <p>Responsible for municipal submission and approval process.</p> <p>Responsible for tendering, awarding all aspects of the job, from site servicing to final cleaning.</p> <p>Coordination of all shop drawings and resolution of any site conflicts.</p> <p>Responsible for all construction administration, construction meetings, and timelines.</p> <p>Work together with site superintendents to resolve any complications that can arise during construction.</p> <p>Building turn-over including teaching owners about building systems, training session on systems, and 1-3 year warrantee period.</p> <p>Bring the project to a successful closure by having a happy client, a project completed within the original timeline, and achieving the companies desired profit.</p> <p>April 2013-2014</p> <p>Production Team SMV Architects</p> <p>Establishing the project program Designing the preliminary design schemes and presenting them to the client for design sign-off.</p>
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	<p>Conducting a full code review for the building to determine the buildings classification, establish the required fire resistance ratings, insuring maximum travel distances were being achieved, conforming to accessibility codes, insuring interconnected spaces requirements were met, establishing means of egress, and fulfilling all other code requirements.</p> <p>Completing working drawing package.</p> <p>Coordinating all consultant drawings</p> <p>Submitting, coordinating, and obtaining of the building permit, plumbing permit, mechanical permit, fire suppression permit, and Health approval.</p> <p>Providing tender coordination, including attending mandatory preliminary site meeting, RFI's, and addendums.</p> <p>Reviewing and approving of require shop drawings.</p> <p>Attending weekly site meetings between construction team and provided required support.</p> <p>Visiting the site when requested by the client or contractor to clarify discrepancies, deal with unforeseen concerns, and ensure execution of construction documents as intended.</p> <p>Jan 2003- June 2005 Design Team / Municipal Liaison / Project Manager Intra Architect Inc., Vaughan, Ontario</p> <p>DESIGN TEAM</p> <p>Work alongside head designer to achieve the firm's objectives, through design.</p> <p>Responsible for design programming, space allocation, code compliance, completion of preliminary drawings and material selections.</p> <p>Prepare proposals for clients with design team</p> <p>Assist graphic designer with Adobe Photoshop, AutoCAD, and PowerPoint presentations</p> <p>MUNICIPAL LIAISON</p> <p>Manage all projects in the municipal approval stage, through S.P.R.T., Site Plan Approval, Regional Approvals,</p>
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	<p>and Building Permits, Rezoning, Severances, and Lot Additions.</p> <p>Act as liaison between city municipalities and Intra Architect Inc.</p> <p>Fulfill municipal requirements, regarding all applicable by-laws and design codes.</p> <p>Apply, oversee and obtain municipal approvals within a reasonable time frame.</p> <p>Apply for public proposal work, attend mandatory site meetings during proposal process.</p> <p>PROJECT MANAGER</p> <p>Manage a production team on large scale construction projects, small-scale interior alterations, such as mezzanine additions, tenant layouts, facelifts, and rezoning applications.</p> <p>Co-ordinate the information from engineering consultants with overall design.</p> <p>Oversee and manage all single-family residential projects within the office including staff allocation, code compliance, consultant co-ordination, and municipal approvals.</p> <p>Responsible for tenders, site visits and reports, site instructions, change orders, and extras, for projects I manage.</p>
<p>Description of Creativity or Innovation in Previous Projects</p>	<p>April 2002 “Woodbine Racetrack Casino/Hotel Extension” Thesis Presentation: Lawrence Technological University</p> <p>May 2000 “Extreme Games Facility Design Concept” Thesis Presentation: Ryerson Polytechnic University</p> <p>July 2000 “Concrete Retaining Wall Design Concept” Poster Presentation: Ontario Concrete Block Association Design Competition</p>

	<p>April 1999 “Regional Meteorological Center and Field Station Design Concept” Poster Presentation: Association of Collegiate Schools of Architecture and Wood Products Council Design Competition</p>
<p>Description/List of awards, communications, etc.</p>	<p>Ontario Concrete Block Association Student Design Competition 2000</p> <p>Awarded 1st prize by a panel of judges for a retaining wall system designed in conjunction with a student colleague.</p> <p>The system uses concrete elements to solve a structural issue with a sculptural solution.</p>



May 29th 2024

To whom it may concern,

We confirm that Fausto Cortese Architect Inc along with any/all of its principals do not have any actual, potential, or perceived conflicts between our interests and our understood interests of the project team members for the project known as Scugog/Equus and our understood interests of Avenue Properties Corporation.

Yours truly,

Fausto Cortese OAA, M.Arch, LEED AP

Principal

3590 Rutherford Road, Unit 7
Vaughan, Ontario, L4H 3T8 fcortese@fcarchitects.ca

416-806-7000

Name of Key Consultant	Soheil Hadian-Dehkordi
Name of firm	FC Architects
Education	<p>Master’s degree in Construction Management, Building Engineering, GPA: 3.82, Concordia University, Montreal, Quebec, 2019</p> <p>Master’s degree in Architecture, IAU University, Tehran, Iran, 2012</p> <p>Bachelor’s degree in Architecture, Kashan University, Kashan, Iran, 2008</p>
Years of Relevant Experience	16
Role and Responsibility	Architectural Designer, Project Manager
Description of extent and depth of relevant experience:	<ul style="list-style-type: none"> • Successfully managed and delivered more than 60 complex multi-unit residential, mixed-use commercial, and industrial projects. • Expertise in all phases of project development from planning study, conceptual design, and design development to permit, tendering, and commissioning. • Proficient in managing and coordinating projects in compliance with building codes, regional and municipal by-laws, and design guidelines. <p>Description of Creativity or Innovation in Previous Projects:</p> <ul style="list-style-type: none"> • Reduced design and construction drawings time by 30% for 18 restaurants in Canada. • Enhanced construction drawings and standards to reduce resources spent on RFI and revisions. • Developed design standards and implemented the BIM platform.

Description of Creativity or Innovation in Previous Projects	N/A
Description/List of awards, communications, etc.	<ul style="list-style-type: none"> • Published research on BIM-based reverberation time analysis in the Journal of Information Technology in Construction, ITCon, Feb 2021. • Conducted a literature review on resource-activity Critical Path Method in Construction Planning, PM Course, 2018. • Conducted urban research and feasibility study on Housing for the low-income, Private sector, 2015.

4.2.7 Wastewater – NSUWater**Date:** May 29, 2024**Re:** Statement of “No Conflict of Interest”

Consulting and Advisory regarding Project EQUUS, Avenu Properties Inc., Developer
Proposed 600 residential units and some mixed commercial development.

Lands South of Castle Harbour Road, East of Simcoe Street Parts

Lots 19 & 20 Concession 7, Port Perry, Ontario

To whom it may concern,

Please be advised that Natural Systems Utilities, nor any of the shareholders, officers or directors, to the best knowledge of the undersigned, has any ownership in the lands, directly or indirectly, or any financial interest in the outcome of any land zoning applications, save and except as an ongoing consultant paid on a ‘fee-for-service’ basis. NSU provides consulting advice. NSU may, in the future, on commercial terms, provide design, build and operate or other services for stand-alone wastewater treatment systems . NSU has no direct or indirect arrangements for any success fee to be paid upon rezoning. Fees that may be due to NSU are not contingent on the outcome of any zoning application, site plan approval or issuance of any building permit. There are no conflicts of interest guiding our statements, recommendations, conclusions, or opinions in context of the subject lands.

Sincerely,



Rick

Petrosino

Vice

President

Natural Systems Utilities, LLC

rpetrosino@nsuwater.com

Tel: (908) 359-5501 | **FAX:** (908) 359-8286 | info@nsuwater.com | nsuwater.com

#missionwater

4.2.8 Environmental – GHD Consulting

Name of Key Consultant	Stacey Zwiers	
Name of firm	GHD Consulting Inc.	
Education	Fish and Wildlife Technology Diploma, 2006	
Years of Relevant Experience	15	
Role and Responsibility	Aquatic Biologist	
Description of extent and depth of relevant experience:	June 2020-present	Aquatic Biologist, GHD Limited, Peterborough, ON
	March 2018-June 2020	Aquatic Biologist, Niblett Environmental Associates Inc., Lindsay, ON
	April 2012-March 2018	Fisheries Technician, Niblett Environmental Associates Inc., Lindsay, ON
	2009-2012	Research Technician 2, Ontario Natural Resources (Aquatic Research Section, Community Dynamics Unit), Peterborough, ON
	2010	Research Technician 1, Ontario Natural Resources (Kawartha Lakes Fisheries Assessment Unit), Lindsay, ON
	2009-2010	Fisheries Technician, Northern Aquaculture and Tilapia Inc., Lindsay, ON

<p>Description of Creativity or Innovation in Previous Projects</p>	<p>Developed detailed methodologies for baseline biological and ecological data collection, including the use of drone technology for fish and fish habitat assessment. She was also involved during the reconstruction of the pond (installing habitat structures). Post-construction monitoring of wildlife, fish spawning (Muskellunge), fish community surveys, thermal monitoring, planting and ecology functions were completed for 5 years.</p> <p>Supported the design of innovative approaches such as eDNA sampling for fish population monitoring.</p>
<p>Description/List of awards, communications, etc.</p>	<p>2023 Standard First Aid (Level C) with AED 2022 Certified Inspector of Sediment and Erosion Control (#CAN 0814) 2021 Class 2 Electrofishing Certificate Crew Leader 2021 Certified Inspector of Sediment and Erosion Control Workshop 2018 Taxonomic Certification North American Benthic Families (SFS) 2015 Ontario Freshwater Mussel Identification Workshop 2015 Ontario Stream Assessment Protocol/Headwater and Barrier Attribution Workshop 2013 DFO/ROM Identification of Ontario Fishes at Risk 2013 Royal Ontario Museum Identification of Fishes Workshop 2011 Ontario Benthos Biomonitoring Certification 2011 Small Vessel Operators Proficiency Certificate 2011 Working on Ice Training 2009 Marine Emergency Duties (MED-A3) Certificate 2009 VHF Radio Operators Certificate 2006 Pleasure Craft Operator Card 2006 Hatchery Operations Certificate,</p>

Name of Key Consultant	Chris Ellingwood, B.E.S.
Name of firm	GHD Consulting
Education	Bachelor of Environmental Studies (B.E.S.), University of Waterloo, 1985 Terrain & Water Resources Technologist, Fleming College, Lindsay, 1996
Years of Relevant Experience	28
Role and Responsibility	Senior Biologist
Description of extent and depth of relevant experience:	<p>2020-Present GHD, Senior Terrestrial and Wetland Biologist, Associate</p> <p>2009-2020 Niblett Environmental Associates, President and Sr. Biologist</p> <p>1996-2020 Niblett Environmental Associates, Sr. Terrestrial & Wetland Biologist</p> <p>1988-93 Canadian Wildlife Service, Conservation & Protection, Ontario & Atlantic, contract biologist</p> <p>1985 Ministry of Natural Resources, Species at Risk technician</p>
Description of Creativity or Innovation in Previous Projects	<p>Developed innovative methodologies for natural heritage data collection, designs wetland and Species At Risk compensation habitats and enhancement measures for natural ecosystems. Recent work on restoring monarch butterfly migration habitat on Lake Ontario shoreline property.</p> <p>Provided expert advice on wetland compensation areas and wetland restoration for marina upgrades on Lake Scugog.</p>
Description/List of awards, communications, etc.	<p>Regional coordinator for the 3rd Ontario Breeding Bird Atlas and Birds Canada's Marsh Monitoring Program.</p> <p>E-bird reviewer for the Kawartha Lakes region.</p> <p>Various certifications related to wetland evaluation, butternut health assessment, and natural heritage inventory methodologies.</p>

4.2.9 Sustainability – Dillon Consulting Limited (INTERNAT)

Name of Key Consultant	LIVIO NICHILLO
Name of firm	Dillon Consulting Limited (Internat)
Education	Master of Engineering and Environmental Studies, University of Toronto, 2012 Bachelor of Applied Science in Mechanical Engineering, Queen’s University, 2003
Years of Relevant Experience	12
Role and Responsibility	Engineering Manager at IESC (subsidiary of Dillon) and serves as Officer and Technical Lead for Dillon’s Energy Transition Business Unit
Description of extent and depth of relevant experience:	<p>Livio is the CEO and Engineering Manager at IESC (subsidiary of Dillon) and serves as Officer and Technical Lead for Dillon’s Energy Transition Business Unit. Since 2003, his professional career has been spent in key technical and management roles for the aerospace, auto, construction machinery, building, renewable energy, and greenhouse gas accounting industries. From 2009, his technical work has been focused on building science, energy efficiency, greenhouse gas (GHG) accounting and mechanical systems for building conditioning and ventilation.</p> <p>During his sixteen-year work experience focused on sustainability, Livio has taking on the lead role for various levels of reporting requirements. On a regulatory aspect, Livio has been working as a lead verifier for GHG emission reporting and offset to the various regulators in the provinces of Canada. Work has been also conducted on large municipal infrastructure project to assess the GHG emissions from the projects as per Environment and Climate Change Canada.</p>

	<p>Municipality work has been an important focus for the GHG emissions strategy development that Livio has been specializing in. This could be for the development of a comprehensive portfolio reduction strategy or if it is a focus on a specific building for net zero GHG emission targets. The work has incorporated both existing buildings or new construction projects. The success of the projects are a result of experience in site data collection, energy analysis and modeling along with new technology knowledge.</p>
<p>Description of Creativity or Innovation in Previous Projects</p>	
<p>Description/List of awards, communications, etc.</p>	<p>Professional Engineers of Ontario (P.Eng.), 2007 Association of Professional Engineers and Geoscientists of Alberta, 2016 Certified Energy Manager, 2015 LEED Certified AP, 2009 Certified Building Commissioning Professional (CBCP), 2022 CSA Training ISO 14064-1, 2, 3, 2010, 2013</p>

Date: June 7, 2024

Re: Statement of “No Conflict of Interest”
Consulting and Advisory regarding Project EQUUS, **Avenu Properties Inc.,
Developer**

Proposed 600 residential units and some mixed commercial development. Lands
South of Castle Harbour Road, East of Simcoe Street
Parts Lots 19 & 20 Concession 7, Port Perry, Ontario To

whom it may concern,

Please accept this letter as confirmation that I, Livio Nichilo P.Eng, do not have any conflict of interest regarding my involvement with the preparation of the Minister’s Zoning Order (MZO).

I affirm that my participation is based solely on the professional merit of the work, and that I do not have any actual, potential, or perceived conflict between our interests and the interests of the Project Team members and the interest of Avenu Properties Corp or the Township of Scugog.

Finally, I have **no direct or indirect financial interest** in the project, save and except as I am paid on a fee for services basis. I am not directly or indirectly an owner of the property and I have no financial interests in 16941 Simcoe Street Development Inc.; nor Avenu Properties Corp.



Sincerely,

Livio Nichilo, P.Eng

CEO & Engineering Manager
Internat Energy Solutions Canada

4.2.10 P.A.C.E.

Name of Key Consultant	Paul A. Sharman, FCMA, CGMA
Name of firm	Focused Management Information Inc. (FMI)
Education	Management Accountant FCMA (UK) Chartered Global Management Accountants (CGMA) (AICPA/CIMA)
Years of Relevant Experience	26
Role and Responsibility	Consultant, Founder, and President at Focused Management Information Inc. Editor-in-Chief at the Journal of Cost Management Elected representative for the City of Burlington and Region of Halton
Description of extent and depth of relevant experience:	Seasoned business professional with significant executive and consulting experience. Diverse background in both for-profit and not-for-profit organizations. Specialist in business turnarounds, performance improvement and management, cost management, strategy development, and implementation. Experienced facilitator and project team leader. Accomplished author, communicator, and public speaker.
Description of Creativity or Innovation in Previous Projects	Developed and applied innovative strategies in performance improvement, cost management, and organizational redesign for various clients. Designed and monitored software applications to support activity analysis and reporting.

	<p>Initiated and managed consulting resources for redesigning board operating committees and corporate bylaws at IMA.</p>
<p>Description/List of awards, communications, etc.</p>	<p>Author of over 100 articles on various subjects related to management accounting.</p> <p>Received awards for Distinguished Contribution to Management Accounting from the Financial and Management Committee of the International Federation of Accountants.</p> <p>Speaker at hundreds of conferences on Performance Management and Activity Based Costing globally.</p>



May 29, 2024

Jim Meng
Project Manager
Avenu Properties Corp
255 Consumers Road, Suite 110 Toronto
ON M2J 4R3

To whom it may concern,

Please accept this letter as confirmation that I, Paul Sharman, Principal Consultant of Focused Management Information Inc. do not have any conflict of interest regarding my involvement with the preparation of the Minister's Zoning Order (MZO).

I affirm that my participation is based solely on the professional merit of the work, and that I and Focused Management Information Inc. do not have any actual, potential, or perceived conflict between our interests and the interests of the Project Team members and the interest of Avenu Properties Corp or the Township of Scugog.

Finally, I have no direct or indirect financial interest in the project, save and except as I am paid on a fee for services basis. I am not directly or indirectly an owner of the property and I have no financial interests in 16941 Simcoe Street Development Inc.; nor Avenu Properties Corp.

Sincerely,

Paul Sharman FCMA, CGM

5070 Spruce Avenue
Burlington, Ontario, L7L 1M8

Phone: 905 320 7467
Email: psharman@focusedmanagement.com

Name of Key Consultant	Jennifer Sharman
Name of firm	Freelance
Education	PhD, Durham University (U.K.), 2014 MA, Western University, 2007 Hon. B.Sc., University of Toronto, 2003
Years of Relevant Experience	20
Role and Responsibility	Writer, researcher, editor Has experience in 1) writing; 2) editing; 3) research; 4) data analysis; 5) project development; 6) community engagement; 7) community projects
Description of extent and depth of relevant experience:	Over the last 19 years, Dr. Sharman has acquired extensive experience in editing, writing, and research, in academic, public, and private contexts. While her personal academic research is in the field of bioarchaeology specifically, and anthropology more broadly, her writing and editing has extended over many topics and types, from reports for local government in the U.K., to running a local news website for Burlington, Ontario (where responsibilities include editing, developing the brand, management, and writing on topics of public relevance). In terms of community engagement, she led the Compassionate City Burlington project, and was part of the leadership team, volunteer model team, and evaluation team for the Community Wellness Hub in Burlington, which is a program that enables older adults to age in place, through wraparound services, an interdisciplinary team, social opportunities and building trusting relationships.

<p>Description of Creativity or Innovation in Previous Projects</p>	<p>Dr. Sharman’s work in local news has goals of not just providing relevant, local information, but also building community and promoting diverse voices and stories, which is unique in this field. She continues to build community relationships and partnerships, and encourages student volunteers and manages high school co-op students.</p> <p>In terms of the community projects, Dr. Sharman’s contribution has been to ensure the inclusion of marginalized communities, and that evaluation of projects includes collection of data on important aspects of health from a sociocultural perspective as well as from the physiological/mental health perspective. She works to include broad and appropriate representation from the community.</p>
<p>Description/List of awards, communications, etc.</p>	<p><u>Selected Conference Presentations, Posters and Publications</u></p> <p>Mendez, J., Myers, R., Sharman, J. 2019, Sept. 18. The Program for All Inclusive Care for the Elderly – Model of Care in Michigan and Ontario. Oral Session 5 – Models of Care and Programs for Vulnerable Populations (podium presentation). This is Long-Term Care 2019, Biennial Global Ageing Conference, Toronto, Ontario.</p> <p>Sharman, J. 2018, Nov. 2. Anthropological Theory in Action: Liminality in Older Adults and Individuals with Chronic, Serious or Terminal Disease and the Role of Community Programs in Their Re-Assimilation. 46th annual Canadian Association for Physical Anthropology meeting, London, Ontario.</p> <p>Sharman, J, Albanese, J. 2018. Bioarchaeology and Identified Skeletal Collections: Problems and Potential Solutions. In Identified Skeletal Collections: The Testing Ground of Anthropology? Henderson, C, Cardoso, FA (eds.). Proceedings from the 17th World Congress of the International Union of Anthropological and Ethnographical Sciences, Manchester, UK, August 2013. Archaeopress: Oxford.</p> <p>Blackwood, P., Sharman, J., Tompkins, B. (presenters), and Candy, K. 2017, Sept. 22. Building Compassionate</p>

	<p>Communities: Rural and Urban(ish). 2017 Canadian Hospice and Palliative Care conference, Ottawa, Ontario.</p>
--	--

May 30, 2024

Jim Meng
Project
Manager
Avenu Properties Corp
255 Consumers Road, Suite 110
Toronto ON M2J 4R3

To whom it may concern,

Please accept this letter as confirmation that I, Jennifer Sharman, PhD, do not have any conflict of interest regarding my involvement with the preparation of the Minister's Zoning Order (MZO).

I affirm that my participation is based solely on the professional merit of the work, and that I do not have any actual, potential, or perceived conflict between our interests and the interests of the Project Team members and the interest of Avenu Properties Corp or the Township of Scugog.

Finally, I have no direct or indirect financial interest in the project, save and except as I am paid on a fee for services basis. I am not directly or indirectly an owner of the property and I have no financial interests in 16941 Simcoe Street Development Inc.; nor Avenu Properties Corp.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jennifer Sharman', with a long horizontal flourish extending to the right.

Jennifer Sharman

4.2.11 The Planning Partnership (TPP)

Name of Key Consultant	Bruce Hall
Name of firm	The Planning Partnership
Education	Bachelor of Environmental Studies (Honours), Urban and Regional Planning University of Waterloo (1990)
Years of Relevant Experience	34 years
Role and Responsibility	Principal and Planner at The Planning Partnership
Description of Extent and Depth of Relevant Experience	<p>Bruce, one of the five principals at The Planning Partnership has over 30 years of industry-leading experience with a focus on land development. Bruce’s career has been entirely within the private sector, divided between providing private sector developers/builders, investors and land owners with strategic advice for properties and land holdings and securing development approvals on their behalf, as well as reviewing and preparing land use planning policies and zoning regulations for public sector clients.</p> <p>Bruce frequently acts in the role of a land use planner and/or project manager for residential, commercial and mixed use development project. As a land use planner, Bruce has been called upon to prepare development applications and secure planning approvals for a variety of developments, including the preparation of planning justification/rationale reports and Official Plan Amendment and Zoning By-law Amendment documents, and preparation and submission of applications for Official Plan Amendment, Zoning By-law Amendment, Site Plan Approval, Draft Plan of Subdivision or</p>

	<p>Condominium and at the Committee of Adjustment. Bruce also assists in due diligence activities, policy reviews, feasibility assessments and preparation of site concepts for vacant, underutilized or other lands being considered for investment or redevelopment. Bruce has extensive planning experience in the GTAH.</p>
<p>Description of Creativity or Innovation in Previous Projects</p>	<p>The Planning Partnership and Bruce Hall have extensive planning experience working in the Township of Scugog and the Region of Durham, as well as undertaking visioning and master planning exercises for large and innovative development projects across the Province, including work for notable private and quasi-private interests such as Canada Lands Corporation, Toronto Community Housing Corporation, CreateTO, Great Gulf, Hines Canada, Prica Global Enterprises and Tribute Corporation. Some examples of projects include:</p> <ul style="list-style-type: none"> • Port Perry Waterfront Action Plan: In 2021, TPP prepared the Port Perry Waterfront Action Plan for the Township of Scugog. The Action Plan makes recommendations for short, medium and long-term actions related to recreation, natural and cultural heritage features, and economic development for a 17 hectare waterfront area in central Port Perry. • Old Flame Brewing Co., Port Perry: TPP worked with the owner of the Old Flame Brewing Co. in downtown Port Perry to address Township concerns related to parking, to allow a proposed expansion to the brewery building to move forward. • Whitby Green Development Standards: TPP was retained by the Town of Whitby to assist with the development of the Whitby Green Standard Version 1, following by the Whitby Green Standard Version 2. The innovative standards pose an applicable and feasible approach for a variety of building projects to realise sustainable development objectives and aid in the achievement of the Town’s greenhouse

	<p>gas emissions reduction target of 100% by 2045.</p> <ul style="list-style-type: none"> • Guelph Transit and Fleet Services Facility: TPP was retained by the City of Guelph to prepare a Master Plan for a 45,000 square metre facility featuring a net zero design which will accommodate Guelph's current and future electric bus transit fleet.
<p>Description/List of Awards, Communications, Etc.</p>	<ul style="list-style-type: none"> • Member of the Ontario Professional Planners Institute • Member of the Canadian Institute of Planners



May 29, 2024

Jim Meng

Project Manager

Avenu Properties Corp

255 Consumers Road, Suite 110

Toronto ON M2J 4R3

To whom it may concern,

Please accept this letter as a confirmation that I, Bruce Hall, Principal of The Planning Partnership, do not have any conflict of interest regarding my involvement with the preparation of the Minister's Zoning Order (MZO). I affirm that my participation is based solely on the professional merit of the work, and that I and The Planning Partnership, do not have any actual, potential, or perceived conflict between our interests and the interests of the Project Team members and the interest of Avenu Properties Corp or the Township of Scugog.

Yours Truly,

THE PLANNING PARTNERSHIP

A handwritten signature in black ink that reads 'Bruce Hall'.

Bruce Hall, BES, MCIP, RPP, Partner

Part 5

MZO Planning Rationale



5.1 The Planning Partnership (TPP) Planning Rationale

Planning Rationale Request for Minister's Zoning Order

Project Equus Township of Scugog, Port Perry

June 2024

Prepared for Avenu Properties Corp.



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Simcoe st.

Photo Credit: Jonathan Van Bilsen

MZO Briefing v.1

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1. Introduction and Background

The Planning Partnership (“TPP”) is pleased to prepare this Planning Rationale in support of a request, submitted to the Province, for a Minister’s Zoning Order (“MZO”).

The purpose of the MZO is to permit a wider variety of built forms (apartments, townhouses, semi-detached and single-detached units) and limited commercial uses so the project can move ahead on an accelerated basis with the collaboration of a number of external partners and facilitators, including:

- Toyota Mobility Foundation
- Lakeridge Health Corporation
- Township of Scugog
- Ontario Technical University

The Proposed Development is seeking preliminary planning approvals for a New Urbanism intergenerational community that will incorporate a mix and range of different unit types, sizes, and tenures including seniors’ housing and financially attainable housing (“FAH”), all supported by locally-scaled commercial uses, along with state-of-the-art on-site sanitary treatment, greywater re-use and other sustainability measures. The project will establish a model for progressive planning and urban

design in a medium density and highly sustainable format.

The Township’s urban population is forecast to increase from 11,880 residents in 2021 to 12,940 in 2031, an increase of 1,060 residents. Beyond 2031, this already steady population growth will further accelerate, increasing to a total of 17,740 residents in 2051, representing growth of nearly 7,000 residents over the 30-year planning period. Marking a sharp contrast compared to historic development patterns, the Region of Durham has endorsed a growth strategy prioritizing urban intensification, creating more medium and high-density housing options and pushing to achieving a minimum intensification target of 50 percent (Growth Management Study Land Need Assessment, 2022-P-11).

While the Township is one of the smaller local municipalities in the Region by population, which include the more populous urban areas adjacent to Lake Ontario such as Whitby, Oshawa, Pickering and Ajax — Port Perry is the Township’s sole urban area, and thus a priority for more compact and efficient greenfield development and intensification.

The Town is also the target for delivery of a more diverse range of medium and higher-density housing options in proximity

to existing and planned community services and facilities, employment opportunities and infrastructure. Further, Port Perry is a Settlement Area within the Greenbelt Plan area, with limited planned settlement area boundary expansions, which places a far greater emphasis on achieving intensified development within these areas, with diversification to improve housing options within the Community’s existing urban area to meet urgent projected demand.

The Durham Region Housing Plan 2014 – 2024 sets out the Region’s direction for housing, including an assessment of current and future housing needs, and sets goals related to identified needs including:

- **Greater housing choice** – diversify housing options by tenure, type and size, and improving access to safe and secure housing that supports the need of a diverse community; and
- **Strong and vibrant neighbourhoods** – preserve private rental housing stock, strengthen social housing and support energy efficient, environmentally sustainable rental housing stock.

Key to achieving the Region’s housing objectives is forming partnerships with local municipalities, non-profit agencies, co-operative housing providers and the

private sector.

In response to the Region's Housing Plan, the Township has endorsed the Housing for All Stages Plan in 2018, forming the basis for the implementation of Region's recommendations. The Township has identified its ideal future for housing, which includes:

- A full range of housing types and ownerships;
- Building strong neighbourhoods through the integration of housing types and ownerships throughout the community;
- Hosting affordable housing options within the community;
- Designing housing to accommodate people of all ages and abilities;
- Providing incentives to developers providing affordable housing units; and
- Forming partnerships between the Township, housing providers and developers to achieve a complete community that meets the needs of all residents.

Within the Township, the majority of residents reside in the Port Perry Urban Area, and approximately 85 percent of the Township's housing stock is comprised of

single-detached homes. Within Port Perry, more than one quarter of residents are 65 years or older, more than double the Region as a whole. It is evident that while Port Perry is planned for and intended to have a key role in accommodating the majority of the Township's projected growth, and in accommodating the housing needs of an aging population, there clearly needs to be a shift in the predominant housing stock make-up towards more compact and attainable building types and more appropriate or supportive housing or unit types to reflect current and changing demographic trends. Growth within the Town is constrained by available sewage treatment capacity, with the majority of new sewage treatment capacity resulting from new facilities constructed in 2017 anticipated to be consumed by several residential developments comprised primarily of low-density housing. The lack of suitable or responsive housing, particularly for seniors and those on limited incomes, means existing and potential new residents may not be able to find appropriate housing within the Community and will instead be forced to consider the Region's more populous urban centres adjacent to Lake Ontario. This places tremendous pressure on the Township when it comes to retaining and attracting new residents, and the employment opportunities that they support.

Located in the northern end of the Port Perry Urban Area, with extensive shoreline frontage along Lake Scugog, the Subject Site was previously planned to follow the Township's historic tendency towards single-detached focused, land extensive development pattern. Though the Site measures 25 hectares in size, in 2006, the Township approved a proposed Draft Plan of Subdivision that included 20 large, estate-style single detached lots on the Site, serviced by individual private septic systems. This plan does not reflect Provincial planning priorities, contemporary planning best practices, or take advantage of beneficial attributes that can support a responsive, community master planning approach.

The Subject Site provides an excellent opportunity to deliver urgently needed medium density housing to achieve a more efficient growth pattern and meet Provincial, Regional and Local planning objectives related to growth management, and planning for more compact and complete communities.

The Proposed Development introduces an innovative transportation solution increasing modal split, reducing carbon emissions and considering active transportation options. The introduction of district energy will further reduce carbon emissions as a result of harvesting waste

Proportion of population aged 55 years and older in Durham

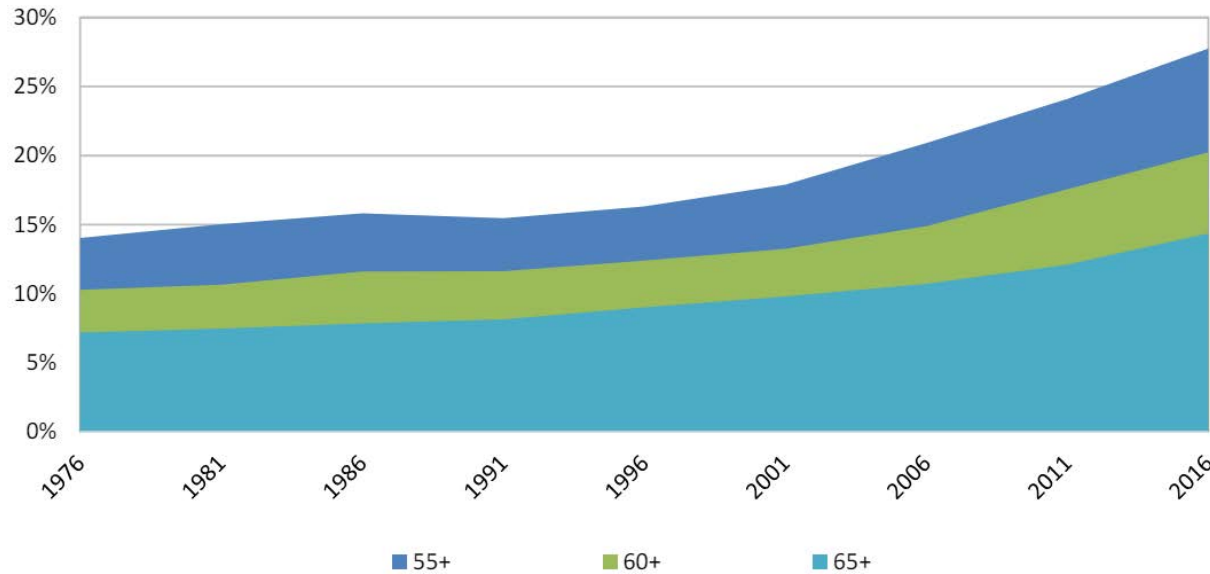


Figure 1: Average Age Trends Durham, Growth Management Urban System Discussion Paper (2019)

water heat, and greywater reuse can reduce potable water demand by up to 30 percent.

The Subject Site has been completely re-envisioned, the new vision, as reviewed in Section 2.0 below, supports a more diverse range of low, medium and higher density housing options, incorporates locally-scaled commercial uses, and included seniors housing and FAH, which will increase the number of homes from just 20 to approximately 600 residential units. Combined with state-of-the-art communal

treatment and greywater re-use systems, this increased density of development can be accommodated without monopolizing or utilizing capacity from the local wastewater treatment plant, preserving the limited available treatment capacity for other commercial and residential development in the Township to meet housing demand and job growth. As detailed in Section 6.5 senior's supportive care services will be delivered through the Program for All-Inclusive Care for the Elderly ("PACE").

With a Master Plan that focuses on natural

heritage preservation, an expanded publicly accessible shoreline frontage and a robust, connected open space and trail network, these new housing opportunities will be strategically nestled within the Subject Site, providing logical, well-defined transitions and large separations to surrounding lower density areas, and supporting new active transportation as well as the introduction of much needed public transit services in a private-public model.

Use of the MZO tool will allow the planning approvals process to be consolidated and streamlined, to appropriately implement the Proposed Development, establishing broader built form and commercial use permissions, as well as the technical parameters to guide specifications for the design of sustainable technologies intended for the site, including full wastewater treatment, water recycling, geothermal heating and cooling, photovoltaic power and community transit options under planning development in cooperation with Toyota Mobility Foundation, relying on subsequent approvals to establish detailed design and layout.

Further, use of the MZO tool addresses potential requirements for Regional and Township Official Plan Amendments to be addressed concurrently, leading into other application and permitting requirements, including Site Plan Approval and permitting

from the Kawartha Region Conservation Authority. Use of the MZO will also facilitate strategic partnerships and funding opportunities.

This Report will assess the Proposed Development against the existing and evolving planning frameworks, understanding that use of an MZO is primarily driven by broader Provincial planning and growth management objectives and priorities, that are likewise sought at the Regional and local level. This Report will also review the proposed use of the MZO as an innovative planning tool, understanding the merit and potential benefits of such a tool, as well as the additional planning and regulatory approvals that will be required which will ensure appropriate implementation of design details.

This Report forms part of a broader application package, which includes initial due diligence feasibility investigations of stormwater and servicing requirements, transportation impacts and natural heritage considerations. This Report was also informed by an extensive public and stakeholder consultation process, as summarized in Section 9.0.

Overall, this Report concludes that the Proposed Development represents the exact type of development that is intended to be implemented by way of a streamlined planning process through use of an MZO, and strongly responds to Provincial, Regional and Local planning objectives and priorities, representing good planning and good, thoughtful site and urban design. The Proposed Development will serve as a catalyst for transformational development, capturing significant planning goals and aspirations, for the Township, Region and Province.

2. Community Vision

A comprehensive vision has been proposed for the Subject Site, to replace an outdated and less relevant estate-style subdivision, that no longer reflects contemporary planning policies, urban design principles and best practices or community needs. This new community vision is guided by a number of fundamental founding principles, including:

- **Promoting a diverse mix of low and medium density housing** - a range of housing types, with moderate low- to mid-rise building heights, facilitating more low and medium density housing opportunities to appropriately intensify the existing draft approved plan to replace the formerly proposed 20 large estate-style single-detached lots.



Figure 2: Low-density housing

- **Providing appropriate, well-defined transitions in built form and density** - low density housing options will be appropriately located adjacent to Castle Harbour Drive and the existing single-detached neighbourhood to the north. Medium density housing will be contained within the interior of the Subject Site, stepping up in height moving further away from Castle Harbour Drive, separated from surrounding areas by natural buffers and natural features.



Figure 3: Medium-density apartments

- **Establishing financially attainable housing for seniors** - provide a range of unit types, sizes and tenures that are suitable for downsizing and more affordable, and secure key partnerships to provide supportive housing on-site, including appropriate purpose-built seniors housing; mix of ownership and rental accommodations.



Figure 4: Attainable seniors' housing

- **Providing curated commercial uses** - include local-scaled commercial uses within the mixed-use medium density area, geared towards meeting the day-to-day needs of community residents and supporting a vibrant public waterfront trail and 'village' vibe. These uses are meant to meet local needs on a convenient basis and not compete with Port Perry's downtown.

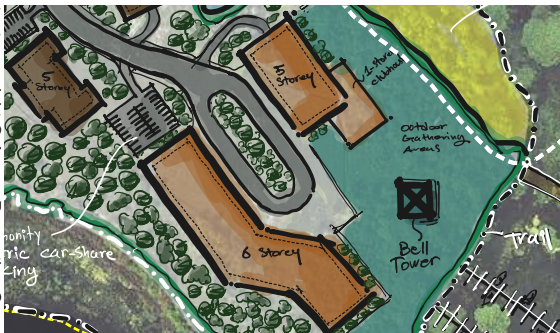


Figure 5: Local-scaled commercial uses

- **Enhancing public access to and expanding the waterfront trail** - facilitate a significant extension of the Township's public waterfront trail, along the entire shoreline of the Subject Site, with connections throughout the environmental protection and open space areas creating accessible opportunities for passive recreation, leisure and healthy living.



Figure 6: Publicly Accessible waterfront

- **Focusing on natural heritage preservation and education** - implement appropriate natural buffers towards the shoreline, Provincially Significant Wetland features and other sensitive natural features, creating opportunities for interpretive or educational signage, outdoor education and integration with Port Perry's public waterfront trail.



Figure 7: Preserving natural heritage

- **Achieving landscape design excellence and sustainability** - establish an extensive landscaped open space network, trails, active amenity areas and enhanced natural areas, including naturalized stormwater management facilities and retained natural groundcover.



Figure 8: Naturalized landscaping

- **Integrating innovative, state-of-the-art servicing and sustainability measures** - aspire to exceed Official Plan or typical sustainability requirements, and achieve greater carbon footprint reductions and water/energy efficiency by providing communal wastewater treatment on-site and reusing treated greywater to reduce demand on the municipal water supply.

Guided by these foundational principles, EQUUS at Castle Harbour will be a 600-home New Urbanism community envisioned as a socially-leading project.

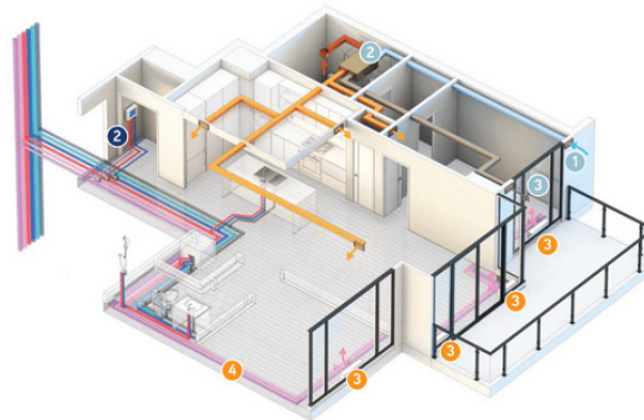


Figure 9: Greywater reuse

3. Purpose of Request for an MZO

MZO Briefing v.1

3.1 Provincial Tools to Streamline the Planning Application Process

A long-established approval/implementation tool permitted by the Planning Act is a Minister's Zoning Order ("MZO"), which allows the Minister of Municipal Affairs and Housing to approve a Zoning Order which effectively implements zoning regulations at the local level. This MZO tool has recently been used by the Province to great effect, fast-tracking planning approvals for new, impactful housing, hospitals and other development projects that help achieve or satisfy Provincial interests, such as delivery of a Provincial priority or that are supported by single- or lower tier municipalities by way of a Council resolution.

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In essence, an MZO allows a municipality to advance development projects that while supportable and able to deliver important community needs in conformity with Provincial policies, such as more housing, or specific types of supportive or demographic-focused housing, that require cumbersome, time-consuming, multi-step planning application and approvals process. Central to this MZO application is the Provincial directive to speed up and contribute to the delivery of 1.5 million new homes in Ontario by 2031, of which 129,000 have been committed to by lower-tier Durham municipalities.

3.2 Guidelines and Principles for the Use of an MZO

The Province has issued a new framework for MZOs, in order to institute a defined and transparent process. Under this framework, requests for MZOs must address one of the following intake thresholds, both of which have already been or will be clearly satisfied by the Proposed Development:

- *Requests that deliver on a provincial priority that is supported by a minister (for example, long-term care, hospitals, transit-oriented communities, educational facilities, housing priorities, economic development, manufacturing, etc.).*

The Proposed Development will significantly broaden and expand housing opportunities on the Subject Site, from 20 single-detached homes on large lots to approximately 600 units in a mix of single-detached, townhouse and apartments. This will, by the very nature of the housing mix, also deliver more financially attainable types of housing that are in significant demand within the local community, as well as seniors housing and support services.

- *Requests that are supported by a single-tier or lower-tier municipality (for example, through a municipal council resolution or a letter from a mayor where the municipality has been designated with strong mayor powers).*

On December 4, 2023, Township Council unanimously passed a resolution that directed Township staff and the Owner of the Subject Site to engage with the Ministry, undertake extensive public consultation, solicit input from other review and commenting agencies, and report back to Council with a Draft Zoning By-law Amendment that could be submitted to the Ministry for possible implementation through the former CIHA process, under section 34.1 of the Planning Act. As the CIHA process has now been eliminated, the Owner is seeking support by way of a Council resolution to confirm its support of using the MZO tool as an alternative approval mechanism in-lieu of the former CIHA in order to advance the Proposed Development.

Since December, 2023 the Owner and project team have undertaken extensive public, stakeholder and agency consultation, prepared technical studies that have been circulated to commenting

agencies for review, and prepared a Draft Zoning By-law Amendment that can be implemented through a Zoning Order from the Minister.

3.3 Proposed Use of the MZO

The Proposed Development clearly satisfies the established intake thresholds for an MZO request and notably provides the type of housing and infrastructure that MZO's are intended to implement and accelerate.

Notwithstanding this, the Proposed Development would in the absence of the issuance of an MZO, be subject to a cumbersome and detailed planning framework, which would restrict or significantly delay any development on the Subject Site due to duplicated and in some cases contradictory policy requirements in the Regional and Township Official Plans related to municipal servicing, even if sufficient municipal servicing capacity does not exist and alternative servicing strategies can be employed.

The Regional Official plan permits development of private waste treatment systems at the Subject Site. It is our opinion the Proposed Development conforms to the intent of the Regional Official Plan and should not require a Regional Official Plan amendment for implementation.

The Regional Official Plan does allow for private utility wastewater sewage systems. Durham Region entered into a long-term maintenance and upkeep agreement in 2007 for a private potable water and private

wastewater treatment system in the Region (Wyndance).

Issuing an MZO to approve and implement the Proposed Development will consolidate Regional Official Plan Amendment, Township Official Plan Amendment and Township Zoning By-law Amendment applications into one process creating a significant supply of new housing through intensification, as well as curated commercial uses to support the community and facilitate alternative access arrangements. Together this would allow a number of Provincial, Regional and Township priorities to be achieved much quicker, more efficiently and in a streamlined, consolidated process, which will:

Advance key Provincial, Regional and Municipal planning objectives -

The Proposed Development will create positive benefits that advance the planning objectives of the Province, Region and Township. These include supporting the sustainable management of growth within the Township's primary growth designation, creating a significant supply and range of housing densities and types, providing recreational amenities including trail connections through the Subject Site, optimizing existing infrastructure, and minimizing the demand on new infrastructure.

Establish certainty for significant future planning and investment by developer and participating collaborators -

Investments are needed to expand the supporting technical studies, establish more detailed architectural and landscape plans and design the state-of-the-art communal servicing and greywater re-use system. The MZO will provide certainty (i.e. size of project and type of buildings) with respect to the application process, establishing a detailed regulatory framework for the Subject Site so that agreements can be entered into with project partners and development financing can be secured.

The on-site wastewater treatment system which is to be integrated with other sustainable technologies, such as geothermal heating, needs to have established specification limits in order to be appropriately sized and designed and submitted to regulatory agencies for approval. Equipment selection is dependent on volume capacities required.

Accelerate timing to advance project partnerships -

Timing is a critical factor for the Proposed Development as its merits, overall success, and delivery on Provincial planning priorities are contingent upon unlocking and executing a number of key strategic partnerships and funding initiatives that are presently ongoing. These partnerships need to be advanced further as they are fundamental to the delivery of the innovative, sustainable and supportive nature of the Proposed Development and its financial viability. Without the certainty provided by an MZO, these strategic partnerships cannot be advanced any further and may be at risk.

Deliver urgently needed market and financially attainable housing more expediently - There is a critical shortage of medium and higher density housing to meet projected growth demands across the Province, Township and Port Perry more specifically. This has resulted in a lack of suitable housing for aging and younger residents who are not able to remain within their own communities and have to relocate elsewhere as a result. The Proposed Development provides a significant supply of approximately 600 residential units, helping satisfy demand for more medium and higher density housing options. This supply includes a variety of built forms, densities and price levels, diversifying the Township’s housing stock that has historically been comprised of larger, single-detached, suburban or estate-style developments that exclude a large, and growing demographic of the Town’s population, as they are no longer affordable or attainable. The Proposed Development will also deliver financially attainable housing and seniors’ housing in partnership with the Township or Region.

Better integrate innovative and sustainable features within the Proposed Development - Enhancing sustainability and utilizing innovative features, technologies and systems is a key Provincial, Regional and Local focus and primary consideration for new development projects. The Proposed Development is founded on the integration of sustainable features and technologies that will be fundamental to its overall design and feasibility. These will be possible and secured through strategic partnerships and financing, and without an MZO, it would be difficult if not impossible to secure the contracts necessary to achieve the ambitious levels of innovation and sustainability being pursued.

Conformity with MZO Framework - In addition to establishing the intake criteria and other submission requirements, the MZO framework also specifies that the ability for the MZO to use “enhanced authorities” to exempt other planning processes (e.g. Site Plan Approval) is not applicable within the Greenbelt Area. We note that although the Subject Site is located within the Greenbelt Plan Area, it is also within a designated Settlement Area. It is also designated for urban development within both the Township of Scugog and Region of Durham Official Plans, being located within the defined limits of the Port Perry Urban Area.

Notwithstanding this, the MZO requested for the Proposed Development does not request any “enhanced authorities”, and instead is only seeking the implementation of the Zoning Order itself, allowing the Owner to move forward to a Site Plan application with the Township subject to review and approvals at the local level. As such, this MZO request conforms to the applicable restrictions within the Greenbelt Plan area.

4. Area and Site Context

MZO Briefing v.1

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The Subject Site is legally described as Part Lots 19 & 20, Concession 7 and is located within the urban area of the Community of Port Perry, within the Township of Scugog.

The Subject Site encompasses a total area of 25 hectares located south of Castle Harbour Drive and east of Simcoe Street with approximately 345 metres of frontage on Castle Harbour Drive. The Subject Site straddles Lake Scugog along its east and southern boundaries and covers part of a wetland to its southwest. Wetland areas also border sections of the Lake Scugog shoreline. Adjacent to the Subject Site are additional lands recently acquired by the Owner with frontage on Simcoe Street that are not subject to this MZO request (the "Adjacent Lands"), but may potentially be used to access the Subject Site and enhance natural heritage features associated with the Proposed Development.

The Subject Site is part of an existing Draft Approved Plan of Subdivision (S-S-2004-01), which received Draft Approval in March, 2007. This existing draft plan approval included 20 single-detached lots accessed from a proposed new road running south from Castle Harbour Drive. The existing Draft Plan Approval would provide for an outdated form of low-density development that is representative of the historic development patterns in the Township and Community and inconsistent

with contemporary planning approaches or best practices, as well as not being aligned with Provincial planning priorities. It would not contribute to the greater mix of housing options that are planned by the Provincial Government and the broader planning framework.

The previous owner had intended to develop the subdivision in accordance with the Draft Plan Approval subject to updates to several of the supporting studies. The Kawartha Region Conservation Authority ("KRCA") in response to an updated Environmental Impact Study circulated in August, 2017 provided revised conditions for draft approval addressing stormwater management and environmental protection. Township Staff advised the Region of Durham that they had no objections to the proposed revisions to the draft plan of subdivision (DEV-2018-032).

Partial vegetation removal was previously undertaken for some sections of the eastern half of the Subject Site, in anticipation of the approved low-density residential subdivision. The perimeter areas continue to be covered with scrub vegetation, with some walking trails having been informally established over the years.

The Subject Site has long been planned to support residential use development, and given interest from the Province and Region in addressing a pressing demand for a greater diversity of housing choices, provides an excellent opportunity for a new and more appropriate development vision, which aligns with the Provincial, Regional and Township policy objectives.



Figure 10: Subject Site and Adjacent Lands, Aerial Imagery (2023)

4.1 Surrounding Uses

The Subject Site is located in the north end of the Port Perry Urban Area. Port Perry is the primary urban area of the Township of Scugog, and is located among low density suburban development, including older estate lots and newer residential subdivisions. The north end of Port Perry is primarily characterized by low-density residential uses and open space adjacent to the Lake Scugog shoreline. Surrounding uses include:

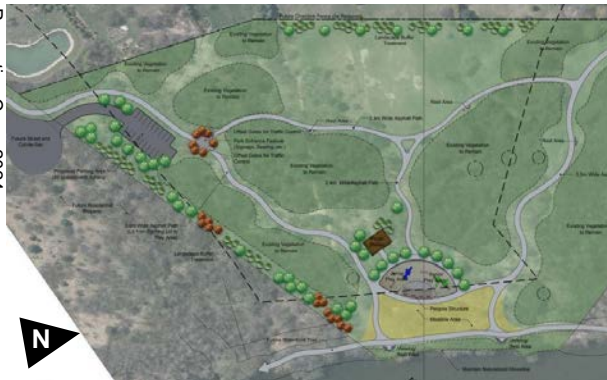


Figure 11: Port Perry waterfront vision for parkland adjacent to Subject Site

North - the Subject Site has frontage on Castle Harbour Drive, a Local Road, extending eastwards adjacent to Lake Scugog providing access to existing single-detached homes on estate lots with private septic systems. Northeast of the Subject Site is the planned Castle Harbour Park, a 5.3 hectare neighbourhood park adjacent to Lake Scugog that will connect to the waterfront trail.



Figure 12: Castle Harbour Drive, looking north

East – the Lake Scugog shoreline forms the undulating eastern boundary of the Subject Site, with a historic water lot extending into part of the Lake itself. This shoreline area also forms part of the Provincially Significant Wetland (“PSW”) located partially within the Subject Site.



Figure 13: Eastern boundary, looking southeast of Subject Site

South - the Subject Site backs onto the PSW and lake inlet creating a natural buffer from the single-detached residential subdivision to the south known as Canterbury Commons. The subdivision contains a public trail adjacent to the wetland and Lake Scugog shoreline. The subdivision was previously part of the Canterbury Golf Club, but this area is now being redeveloped to create 66 new single-detached dwellings (S-2-2015-02) adjacent to the existing subdivision.



Figure 14: Canterbury Commons, looking northeast

West - directly west of the Subject Site are single-detached homes with frontage on Castle Harbour Drive, along with Simcoe Street which forms the western boundary of the Adjacent Lands. Further west, Scugog Fields is a municipal recreation facility approximately 500 metres away providing outdoor recreation activities.



Figure 15: Castle Harbour Drive, looking southeast

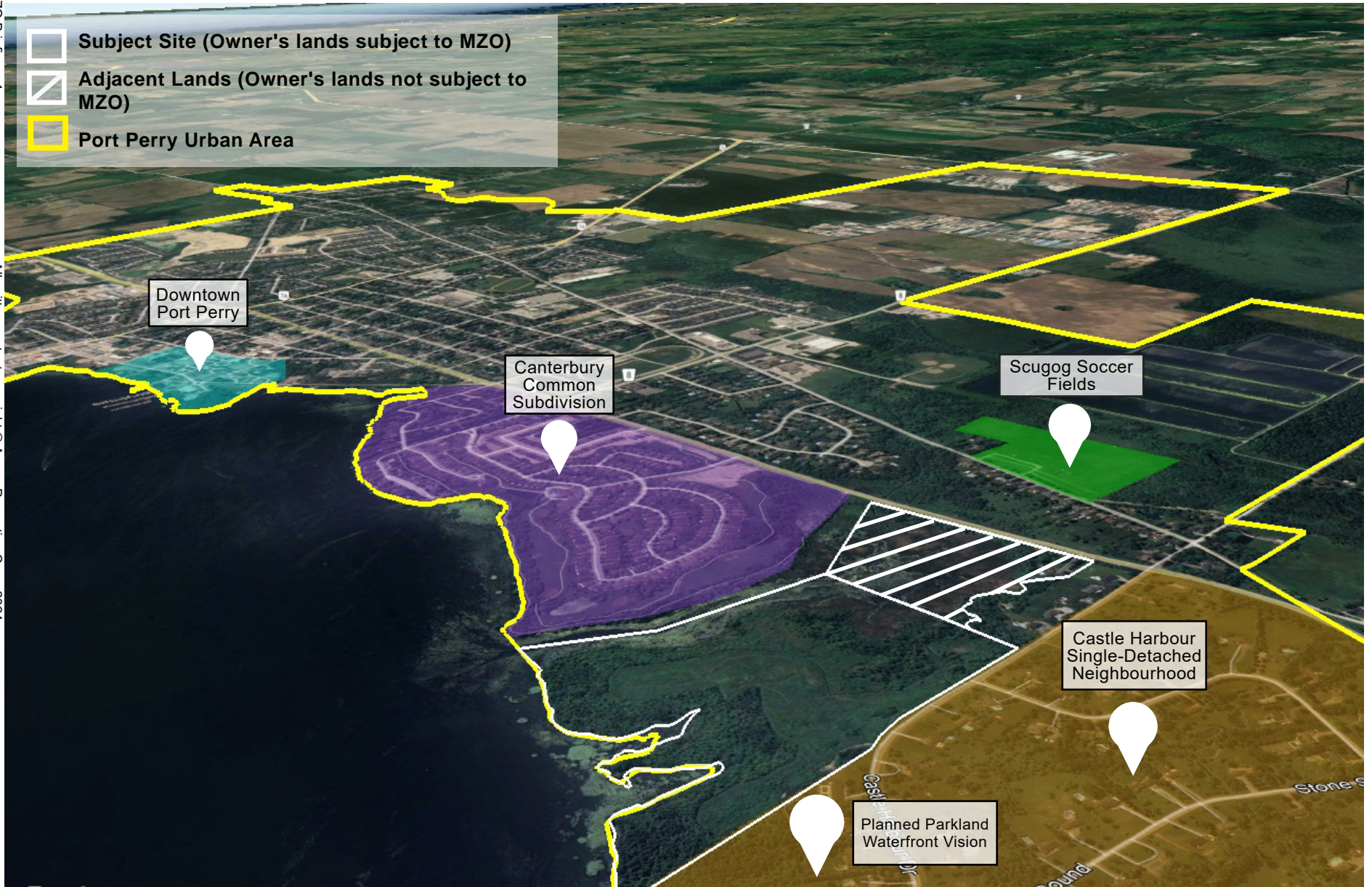


Figure 16: Surrounding uses, looking south

4.2 Regional Context

Durham Region is comprised of a variety of emerging centres, established and developing neighbourhoods and Employment Areas. The Region's southern portion has a more compact built form, while more modest densities predominate its northern portion, which include the Township of Scugog, resulting in a housing mix comprised primarily of single-detached homes in Port Perry.

The Region is comprised of eight local municipalities with the majority of projected population and employment growth directed towards the four southern municipalities of Ajax, Oshawa, Pickering and Whitby. While limited growth is directed towards the Townships of Scugog and Brock, growth that has occurred has been largely dominated by single-detached housing.

The Town has connectivity to Golden Horseshoe and is well connected by the Regional road network including, Regional Road 2 (Simcoe Street), Regional Road 7A (Highway 7/Scugog Street) and Regional Road 8 (Reach Street), providing access within a 30-minute drive to the southern municipalities of Oshawa and Whitby. Regional Roads 2 and 8 support a spine of the Durham Regional Region transit bus services with the nearest stop at Reach Street and Simcoe Street approximately

1.5 kilometres south of Castle Harbour Drive and Simcoe Street, providing limited connectivity to the Subject Site. GO transit operates trans-regional bus and train service including a bus route along Highway 407 and to Uxbridge providing a connection to the Durham Region Transit bus service.

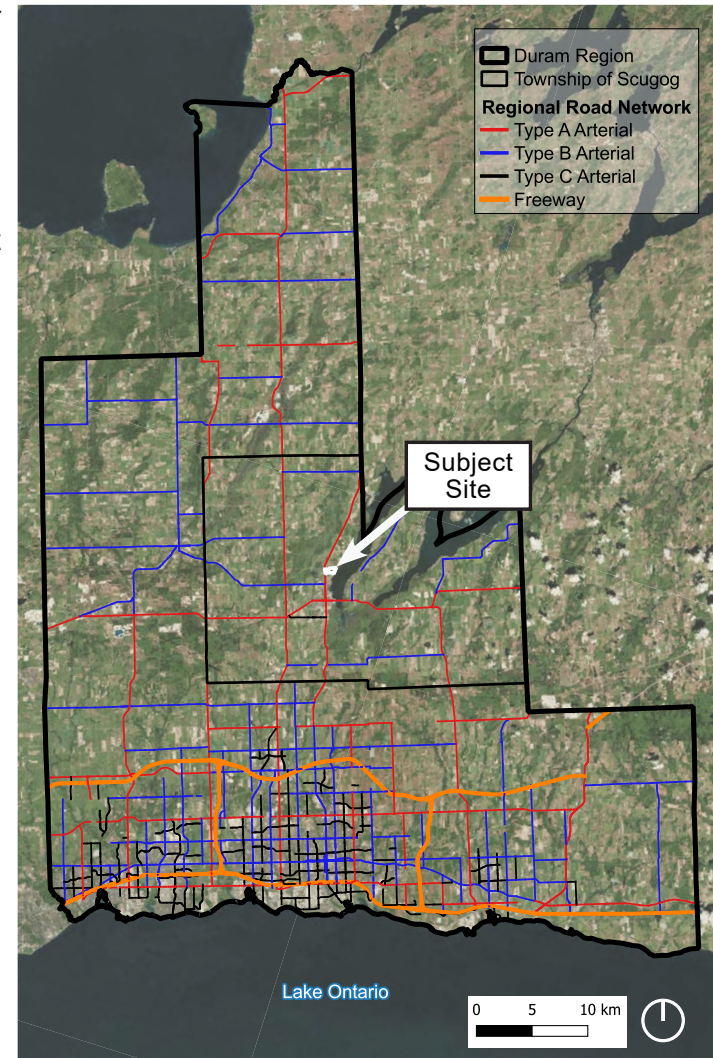


Figure 17: Durham Region context

4.3 Local Context

Port Perry supports a unique concentration of services, recreational amenities and community facilities serving as a Township-wide service centre. The Town supports a municipal trail network connecting the Downtown to the Lake Scugog shoreline, with existing trail connections located just south of the Subject Site in Canterbury Common, and planned connections adjacent to the shoreline on the Subject Site terminating at the future neighbourhood park to the northeast. Regional cycling connections are planned for Simcoe and Reach Streets providing connectivity to the province-wide cycling network.

Development activity in Port Perry has historically been focused on the provision of single-detached housing, which needs to shift towards higher density housing types including townhouses and apartments. The Subject Site is surrounded by single-detached housing, and specifically has been draft approved for more large estate single-detached development. The Proposed Development provides a logical extension to the surrounding developed area, but with more relevant and desirable forms of low and medium-density housing to better align to the Township and Region’s growth objectives compared to the outdated estate lots previously approved.

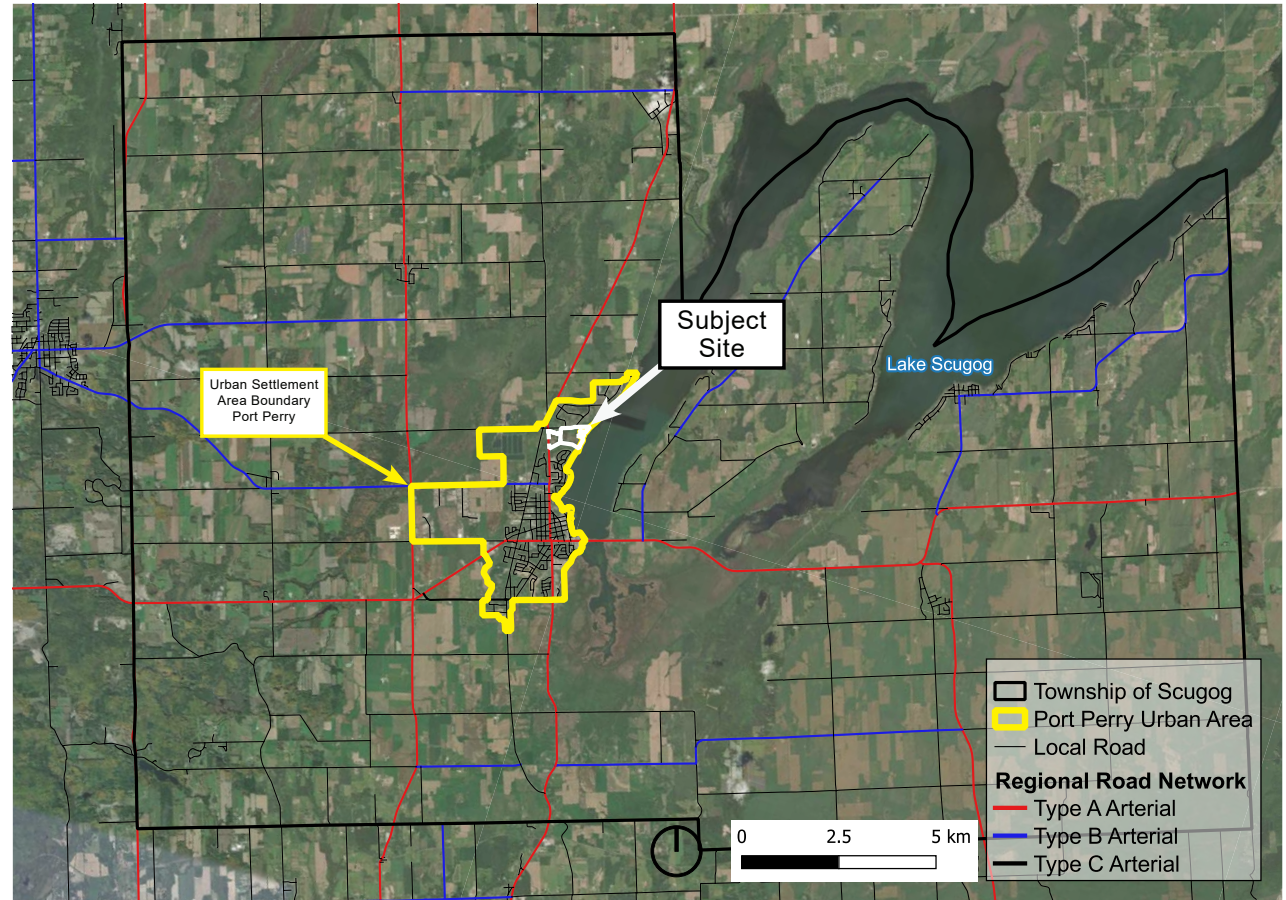


Figure 18: Township of Scugog context (yellow denotes urban settlement area boundary)

5. Provincial, Regional and Local Planning Frameworks

The Proposed Development is subject to a rapidly evolving planning frameworks that starts at the Provincial level with the identification of primary Provincial objectives, matters of Provincial interest and a growth-management framework for the Province’s core urban area, the Greater Golden Horseshoe. There are, at times, duplications or contradictions between these policy frameworks, but ultimately the Provincial Policy Statement and Growth Plan for the Golden Horseshoe establish the highest-level Provincial planning priorities that all planning decisions must be consistent with and conform to.

Use of an MZO will expedite approval of the Proposed Development and the achievement of Provincial planning priorities, including delivery of new local housing opportunities by streamlining and consolidating what will otherwise be a long, multi-step planning approvals process.

The issuance of an MZO provides an opportunity to address administrative or other requirements in the Regional and local planning frameworks that would delay or negate new development opportunities, provided such development opportunities generally reflect and implement the planning vision, objectives and priorities established by the Regional and local municipalities.

This Report’s analysis of the Provincial, Regional and local planning frameworks will thus focus first and foremost on the Provincial planning framework, to demonstrate how the Proposed Development directly responds to and implements important Provincial policy direction. This Report will also focus on the vision, objective and priorities established by the Region of Durham Official Plan and Township of Scugog Official Plan, to demonstrate how the Proposed Development directly responds to these directions even if this new forward-thinking approach to development does not exactly match some of the older or outdated policies that are currently in place.

5.1 Provincial Policy Statement (2020)

The long-term prosperity and social well-being of Ontario depends upon planning for strong, sustainable and resilient communities for people of all ages, a clean and healthy environment, and a strong and competitive economy.

PPS, Page 5

The Provincial Policy Statement (“PPS”) provides policy direction on matters of Provincial interest related to land use planning and development. Based on this policy direction, Provincial plans and municipal official plans provide a more detailed framework for long-term planning based on the principles of strong communities, a clean and healthy environment and economic growth. Decisions of authorities affecting planning matters “shall be consistent with” the PPS.

The Proposed Development is entirely supportive of the Provincial land use planning framework established by the PPS by providing a desirable form of urban intensification accommodating a range housing options consistent with the policies of the PPS promoting healthy, liveable and safe communities (s.1.1.1):

- *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*

The Proposed Development is located within an Urban Area which is intended to accommodate more urban forms of development that are not suitable for more rural areas. The Proposed Development will provide approximately 600 residential units in a mixed-density community with a range of housing types suitable for meeting the long-term growth needs of the Province and municipality. It will also utilize state-of-the-art sustainable sanitary technologies, which will further reduce the infrastructure requirements and costs of the Township and Region.

- *accommodating an appropriate affordable market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*

A mix of low, medium and high-density housing options will be permitted at appropriate locations providing opportunities for senior's housing, first time buyers, integrated within a robust open space and trail network connecting to retained natural heritage features and the Township's waterfront trail.

- *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*

The Proposed Development has been sited to minimize any impacts to the adjacent Provincially Significant Wetland ("PSW"), and to ensure appropriate separation from Lake Scugog, ensuring public safety is fully protected.

- *improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*

The Proposed Development supports a robust open space and trail system connecting development blocks and natural buffers, providing convenient access to the shoreline and passive recreation opportunities promoting social interaction. This supports an active lifestyle and provides ample opportunities for outdoor

recreation for residents of all ages and abilities.

The Proposed Development will include a range of different housing options, including apartments that can be designed in barrier-free configurations that are highly suitable and desirable for older persons. Purpose-built seniors housing options may also be included.

- *ensuring that necessary infrastructure and public services facilities are or will be available to meet current and projected needs;*

The Proposed Development supports a robust open space and trail system connecting development blocks and natural buffers, providing convenient access to the shoreline and passive recreation opportunities promoting social interaction.

The Proposed Development has been conceived as a complete community within the Township's primary settlement area, providing a diverse range and concentration of housing opportunities not found elsewhere in the Urban Area. The Proposed Development will achieve a development pattern consistent with the settlement area policies of the PPS, and represents a marked improvement over the existing Draft Plan (s.1.1.3), particularly as it will make much more efficient use

of existing land, resources and servicing infrastructure.

Recognizing housing as matter of Provincial interest and an urgent priority in light of the current housing crisis, the PPS directs upper-tier municipalities to provide an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents. To do this, the PPS is broadly supportive of all types of residential intensification, and directs planning authorities to support this Provincial directive by: (s.1.4.3):

- *permitting and facilitating... all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities;*

The Proposed Development supports a mix of low and medium density housing options, broadly responding to a range of market demands and in particular addressing the forecast demand for more townhouse and apartment units. The Region of Durham strongly prioritizes intensification and higher density greenfield development, and the Proposed Development directly

responds to this direction.

- *directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*

The Proposed Development is located within the Port Perry Urban Area, and just outside the existing Built-Up Area. Servicing will be provided through a combination of municipal water and a private communal sewage system, as supported by the Civil Engineering Feasibility Study, and Private Wastewater Feasibility Study prepared by SCS Consulting Group (“SCS Group”) and WSP. The use of state-of-the-art communal sanitary services will preserve the limited capacity currently available at the Nonquon Water Pollution Control Plant for other commercial and residential development. Further, private utility wastewater treatment and grey water reuse can reduce potable water demand by up to 30 percent. The Proposed Development will also make efficient use of existing transportation infrastructure and public services facilities, including local schools and parks, while contributing to the Community’s open space network will expanded waterfront trail opportunities.

- *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*

A range of housing options will be provided by the Proposed Development, including desired medium and high-density housing options, integrated within a network of trails connecting to the Township’s trail system and well-supported by the existing transportation system. This will achieve an overall medium-range density of development that is responsive to the surrounding context while also providing for the more efficient use of land, resources, infrastructure and public transit facilities.

The PPS prioritizes municipal water and sewage services as the preferred form of servicing for settlement areas, such as the Community of Port Perry (s.1.6.6.2). However, where municipal water and sewage services are not available, private communal water and sewage services may be used provided site conditions are suitable for the long-term provision of such services with no negative impacts (s.1.6.6.4). The PPS also requires that the planning for infrastructure be coordinated with land use planning and

growth management in order to ensure that infrastructure is financially viable over its life cycle and is available to meet current and projected needs. “Green Infrastructure” is also specifically promoted as a means to achieve this and to support natural ecological and hydrological functions.

The proposed servicing strategy will utilize proven green infrastructure in the form of a communal private wastewater utility facility that will create opportunities for greywater re-use. Proposed site-specific technology for wastewater treatment is viable for the Proposed Development given its compact form and higher density development.

Supplemented by the Region’s municipal water system, this proposed servicing strategy will create positive impacts, and supports an optimal form of urban intensification providing a range of housing options and densities suitable for meeting the long-term housing needs of the Township and Region. It also represents a financially optimal servicing strategy, as the sanitary services will be delivered at no impact or financial cost to the Region or Township, and will preserve existing capacity in the municipal sanitary treatment system for other development projects.

The Provincial Policy Statement is broadly supportive of efficient, urban forms of development within designated settlement areas, and particularly those that provide a full-range of housing options on municipal, partial or full communal services depending on the availability of municipal services.

The Proposed Development will provide a range of housing options, efficiently utilize water and sewage services, including through state-of-the-art green infrastructure, and contribute towards the efficient use of land within the Urban Area through the introduction of a ‘complete community’, providing a contemporary, desirable form of urban development.

Both the Proposed Development, and requested MZO are consistent with the PPS. Overall, the Proposed Development represents the exact form and function of contemporary urban development that has been established as a Provincial priority.

5.2 Greenbelt Plan (2017)

The Greenbelt Plan was enacted in 2005 and together with the Oak Ridges Moraine Conservation Plan (“ORMCP”) and Niagara Escarpment Plan (“NEP”) identifies a broad swath of land around the core areas of the Greater Golden Horseshoe Region, a “greenbelt”, where urbanization is not planned to occur except in existing settlement areas in order to provide permanent protection to agricultural land base and the ecological and hydrological features, areas and functions occurring within the Greenbelt Area.

Schedule 1 of the Greenbelt Plan identifies the Protected Countryside area, which applies to all areas of the Greenbelt Plan that are not part of the ORMCP or NEP. The Protected Countryside is comprised of three different components, being the Agricultural System, Natural System and Settlement Areas. The Agricultural System consists of the agricultural land base (i.e. prime agricultural areas, specialty crop areas and rural lands) and the Natural System identifies lands that support both natural heritage and hydrologic features and functions.

The Settlement Areas component is comprised of Towns/Villages and Hamlets. Schedule 1 of the Greenbelt Plan identifies Port Perry as a Town/Village

(i.e. a Settlement Area) within the Protected Countryside designation.

Within the Protected Countryside the Greenbelt Plan establishes the following objectives for Settlement Areas (s.1.2.2.4):

- *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;*

Port Perry is a designated Settlement Area, and the single urban area within the Township. The Proposed Development directly responds to a demand for medium and higher density and supportive housing within the Township that is better suited to serving the needs of an aging population and offers a greater range of affordability than that has traditionally been provided by the Town's existing housing stock and the existing Draft Approved Plan of Subdivision.

- *Sustaining the character of the countryside and rural communities;*

The Subject Site is part of a designated Greenfield Area located within the Port Perry Urban Area, and surrounded by existing estate residential development

to the north and west, and a single-detached residential subdivision to the south. The Proposed Development sustains the character of the countryside by appropriately locating more urban forms of development within the interior of a settlement area, while also providing appropriate separation and buffering from surrounding natural features.

- *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*

Sustainable design and energy efficiency are a key design element of the Proposed Development with a focus on reducing water consumption and wastewater reuse to alleviate demand on municipal water services. IESC has prepared a Sustainability Feasibility Study to identify a number of design considerations, technologies and certifications that can be implemented towards achieving the envisioned model sustainable community.

- *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.*

The Proposed Development will support an extension and improvements to the municipal trail adjacent to Lake Scugog connecting to downtown Port Perry. The Subject Site is conveniently located adjacent to planned public parkland (Castle Harbour Park) to the northeast, and existing park (Scugog Soccer Fields) east of Scugog Road. Port Perry serves as an important hub for public service facilities, including local schools. Downtown Port Perry is within a short drive of the Subject Site, with additional public transit and active transportation connections. Further, the Region has planned to add cycling infrastructure to the stretch of Simcoe Street extending through the Town north to Regional Road 6.

The Greenbelt Plan provides more specific policy guidance on the Agricultural System and Natural System components of the Protected Countryside, but defers to the respective Official Plans of the Settlement Areas within the Protected Countryside for further policy guidance (s.1.4.3.2). This is

further echoed by policy 3.4.3, addressing the applicability of Greenbelt Plan policies to lands within identified Towns/Villages:

- *Towns/Villages are subject to the policies of the Growth Plan and continue to be governed by official plans and related programs or initiatives and are not subject to the policies of this Plan, save for the policies of sections 3.1.5, 3.2.3, 3.2.6, 3.3 and 3.4.2.*

Policy 3.1.5 provides policies for enhancing the Agricultural System and protecting agricultural resources. The Proposed Development efficiently optimizes the Township's urban area accommodating a greater density of residential uses, and thus minimizing land consumption and protecting agricultural resources.

Policy 3.2.3 provides policies for protecting the Water Resource System including hydrologic features, functions and areas. The Proposed Development provides a naturalized buffer adjacent to the Lake Scugog shoreline and PSW maintaining their ecological and hydrologic function as confirmed by an updated Environmental Impact Study. Further, incorporation of green infrastructure on-site will reduce water demand and phosphorus loading to Lake Scugog. Additional hydrologic

analysis will be undertaken as part of the future Site Plan application.

Policy 3.2.6 provides policies for undertaking watershed planning, providing connections to Urban River Valleys, and the Greenbelt's natural heritage system. As mentioned, the Proposed Development will provide an extension of the municipal trail adjacent to Lake Scugog, enhancing public access to the shoreline. In addition, the Subject Site is not located adjacent to an Urban River Valley identified on Schedule 1.

The policies of Section 3.3 provide direction on planning parks and trails within the Protected Countryside, providing opportunities for recreation and enhancing connectivity while ensuring the protection of key natural heritage and hydrologic features. The Proposed Development will provide accessible open space on-site, connected to the municipal trail and adjacent parkland, and provide a natural buffer adjacent to sensitive features.

Lastly, the policies of Section 3.4.2 provide direction on developing community hubs, co-locating public service facilities, transportation, excess soil reuse planning and integrating climate change considerations into growth planning. The Port Perry Urban Area serves as

a Township-wide urban service centre providing an appropriate location for higher density residential development and reducing sprawl.

In addition to scoping the effect of the Greenbelt Plan to Towns/Villages, policy 3.4.3.2 speaks to potential requirements for servicing extensions or expansions to Settlement Areas:

- *Extensions or expansions of services to settlement areas within the Protected Countryside shall be subject to the infrastructure policies of section 4.2 of this Plan, including the requirements regarding environmental assessments and agricultural impact assessments.*

In this case, municipal services already exist within the Port Perry Settlement Area, and extensions through the Countryside Area are not required.

Overall, the Proposed Development complies with the relevant settlement area policies of the Greenbelt Plan, optimizes the Township's urban land base towards maintaining the integrity of the greenbelt's agricultural lands and key environmental features, and provides opportunities for outdoor recreation.

5.3 Growth Plan for the Greater Golden Horseshoe (2020)

The Growth Plan for the Greater Golden Horseshoe (the “Growth Plan”) builds upon the higher-level planning policy direction from the PPS to establish a growth planning framework for the Greater Golden Horseshoe (“GGH”) that supports the achievement of complete communities, a thriving economy, a clean healthy environment, and social equity.

Seeking to make more efficient use of land and infrastructure, and to support higher, transit-supportive densities of development, the Growth Plan allocates most population and employment growth towards settlement areas with a delineated built boundary, existing or planned municipal water and wastewater systems, and that can support achievement of complete communities. More limited growth is directed towards settlement areas that are not serviced by existing or planned municipal water and wastewater systems and settlement areas located in the Greenbelt Area (s.2.2.1.2).

As discussed in the following section, the Proposed Development complies with the relevant settlement area and servicing policies of the Greenbelt Plan. Port Perry is the Township’s sole urban area that is planned to accommodate new growth by better optimizing its urban land base, while protecting surrounding agricultural resources.

Important components of this Provincial growth management framework are long-term population and employment forecasts that are established for all upper- and single-tier municipalities. These forecasts form the basis for long-range planning, with municipalities required to plan to accommodate this forecast growth within the applicable planning horizon.

The Region of Durham is forecast to grow to a residential population of 1,300,000 people by 2051 from a population of 696,992 in 2021, and has committed to providing 129,000 new housing units by 2031. As such, the Region of Durham must be planned to nearly double its residential population for the 2021-2051 30 year period, with the majority of this growth directed to the southern, more urban lower-tier municipalities. However, a meaningful amount of growth is also planned within the Township of Scugog, and primarily within the community of Port Perry, as reviewed in Section 5.4 below.

The Growth Plan provides direction to upper and single-tier municipalities to undertake integrated planning to manage forecasted growth, establish a hierarchy of settlement areas, optimize infrastructure, support environmental and agricultural protection (s.2.2.1.3). Consistent with

the policy direction from the PPS, this will ensure that infrastructure and land is used more efficiently, and environmental and agricultural areas are appropriately protected.

While the Growth Plan prioritizes growth outside of the Greenbelt Area as noted above, settlement areas within the Greenbelt Area play an important role in accommodating forecast growth, especially in the Township of Scugog. We note that the Port Perry Urban Area is the primary growth area within the Township of Scugog, which is forecast to grow by 6,370 new residents between 2021 and 2051 as directed by the Region of Durham Official Plan (Envision Durham, Population, Employment and household allocations table).

The Proposed Development provides for a much more urban form of greenfield development compared to the existing Draft Approved Plan of Subdivision, thereby reducing land consumption, optimizing existing and planned infrastructure, and supporting the achievement of complete communities that (s.2.2.1.4):

- *feature a diverse mix of land uses,*

including residential and employment uses, and convenient access to local stores, services, and public service facilities;

The Proposed Development features a mix of low and medium housing types, and includes is planned to include small-scale commercial uses geared towards serving the immediate needs of residents.

- *improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*

The Proposed Development provides a range of housing options suitable for a wider demographic, including seniors and families, improving social equity, quality of life and improving access to the Lake Scugog shoreline and passive recreation opportunities.

- *provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*

The Township's existing housing stock is heavily skewed towards single-detached houses, which represent the most expensive

or inaccessible forms of housing and are also generally not designed to address accessibility requirements of seniors. Conversely, the Proposed Development will accommodate a greater range of housing types and sizes, including potentially smaller lot single-detached, townhomes and different types of apartments, suitable for a greater range of household sizes, incomes and providing opportunities for downsizing in place. These more urban forms of housing are inherently more cost effective to build and thus affordable and will appeal to a much broader demographic and need.

- *provide for a more compact built form and a vibrant public realm, including public open spaces;*

The Subject Site provides excellent opportunities for enhancing public access to the Lake Scugog shoreline and wetland areas. These will be protected or retained in their natural state and integrated within the Proposed Development through the addition of a trail system connecting development and environmental protection/ open space blocks. The compact built form allows for these areas to be better conserved.

- *mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and*

The Proposed Development provides a greater density of development in a much more compact form, thereby efficiently utilizing land within the Township's Urban Area along with existing roads and services. The Proposed Development will also incorporate sustainable design features, including an on-site sanitary treatment and greywater re-use system.

- *integrate green infrastructure and appropriate low impact development.*

The Proposed Development has been conceived as a model sustainable community, and will utilize low impact development techniques and green infrastructure, including the retention and restoration of natural ground cover to manage stormwater runoff.

Section 2.2.6 directs municipalities to address housing, an important matter of Provincial interest, especially during the ongoing housing crisis, including through:

- *support housing choice through the achievement of the minimum intensification targets in this Plan, as well as the other policies of this Plan...*

The Proposed development provides for a mix of different housing options, thereby supporting expanded housing choice in a community that has historically been dominated by single-detached housing. It will also support the Township of Scugog in achieving its minimum greenfield density target of 50 residents and jobs combined per hectare. The Proposed Development provides for a density of 24 units per hectare, whereas the existing Draft Plan Approval provides a density of 0.80 units per hectare, which is significantly under the minimum greenfield density target.

- *align land use planning with applicable housing and homelessness plans required under the Housing Services Act, 2011;*

The Township, based on the principles of the Durham Region Housing Plan, has identified ongoing challenges with providing suitable housing choices for seniors, affordable housing and diversifying their housing stock to include smaller units.

Currently, single-detached homes make up approximately 85 percent of the Township's housing stock, and individuals 65 years or older in Port Perry represent nearly 25 percent of the Township's residents — nearly double the Region as a whole. This likely means that older residents lack opportunities to downsize and to find more accessible housing forms, and are instead forced to remain “over-housed” in largely single-detached homes. This also reduces the number of residents within these homes, which further reduces the already low development density. This condition would be further exacerbated through the Draft Approved Plan of Subdivision.

By comparison, the Proposed Development meets a demonstrated demand for smaller unit sizes that is much needed and most suitable for Port Perry's aging population, including purpose-designed and built seniors housing. Policy 3.2.6.2 provides the following guidance on the design and planning of both municipal and private communal water and wastewater systems:

- *opportunities for optimization and improved efficiency within existing systems will be prioritized and supported by strategies for energy and water conservation and water demand management;*

Municipal water and wastewater services within the Township are currently provided by the Region, and the Subject Site is within an area where there are no existing municipal wastewater connections and none planned until 2051. The Proposed Development will be provided with municipal water and private wastewater services as permitted by the Regional Official Plan, and implements a number of design features and energy/water conservation measures, such as reuse of greywater treated on site reducing demand on municipal water services. Wastewater services will be provided through a private communal sewage system and will not require any additional servicing capacity from the municipal wastewater system.

- *the system will serve growth in a manner that supports achievement of the minimum intensification and density targets in this Plan;*

The Proposed Development optimizes the developable area of the Subject Site to accommodate low and medium density housing options providing a significant increase in residential densities over the draft approved plan of subdivision towards achieving the minimum greenfield density targets of the Growth Plan.

5.4 Durham Regional Official Plan (2020)

The Durham Regional Official Plan (the “Regional OP”) was approved by the Province in November 1993, replacing the former Regional OP which was prepared in 1976. The Regional OP establishes a regional land use planning framework guiding growth and development to 2031. On May 17, 2023 Regional Council adopted the new Envision Durham Official Plan, which is currently awaiting approval from the Province. This new Official Plan will guide growth and development to 2051, implementing new provincial planning objectives from the PPS and the updated growth management framework from the Growth Plan.

Though the new Regional OP has not yet been approved by the Province, it has been adopted by Regional Council and its approval is expected in the near future, which may or may not include Provincial modifications. As such, this section of the Report will primarily assess the current, in-force Regional OP, but will also make note of significant changes or updates that are proposed through the Adopted new Regional OP.

The Regional OP expresses the intent of Regional Council in the guidance of growth and development across the Region. In doing so, the Regional OP seeks to

establish the future development pattern of the Region, provide policies to ensure an improved quality of life, and secure the health, safety, convenience and well-being of the present and future residents of the Region.

This is further reflected in the general goals of the Regional OP. The Proposed Development generally reflects and helps to implement these goals, including:

- *To manage growth so that it occurs in an orderly fashion.*

The Subject Site has long been planned for urban, residential development and is located within the Port Perry urban area. Whereas the existing Draft Approved Plan of Subdivision reflects an outdated model for low density greenfield development, the Proposed Development will provide for a more compact form of development, incorporating different types of housing options in a medium density format that will make much more efficient use of land, existing services and other infrastructure.

- *To live in harmony with the natural environment and heritage of the Region.*

The Proposed Development will incorporate appropriate setbacks to surrounding natural heritage features, as defined by

an updated Environmental Impact Study. It will also incorporate state-of-the-art green infrastructure, which will reduce water demand, improve energy efficiency, reduce phosphorous loading to Lake Scugog, and preserve servicing capacity for other development to meet housing needs.

- *To establish a wide range of housing opportunities in Urban Area commensurate with the social and economic needs of present and future residents.*

Whereas the existing Draft Approved Plan of Subdivision includes only large estate lot single detached dwellings, the Proposed Development will include a mix of single-detached, townhouses, apartments, and active seniors housing, providing for a much more diverse range of housing options. These additional housing options will also appeal to a much broader demographic, ensuring attainable housing opportunities for households with different social and economic conditions and needs.

- *To create healthy and complete, sustainable communities within livable urban environments.*

The Proposed Development envisions to create a model sustainable community at a scale that can support a state-of-the-art communal sanitary treatment and

greywater re-use system. In addition, the mix of different housing opportunities and uses, as well as the expansive open space network and expansion of the Community's waterfront trail, will directly support healthy and active lifestyles and reduce the need for vehicular transportation.

- *To manage the resources in the Region in an orderly, efficient and responsible manner.*

By incorporating a state-of-the-art on-site communal sanitary treatment and greywater system, the Proposed Development will preserve remaining capacity at the Nonquon Treatment Plant for other future development in the Township and will likewise reduce the demand for potable water. This represents an extremely efficient use of Regional resources.

Section 7 identifies the Region's Urban System, which includes distinct and compact Urban Areas, including the Lake Ontario shoreline Urban Areas, and the smaller Urban Areas of Beaverton, Cannington, Sunderland, Uxbridge, Port Perry and Orono. Conversely, the Rural System is comprised of Prime Agricultural Areas, Rural Settlements and Aggregate Resource Extraction Areas (s.7.2.1). Together the with the Greenlands System, the Urban and Rural Systems establish a Regional Structure that can accommodate

projected population and employment growth primarily in Urban Areas across the Region, and preserve the Rural and Greenland Systems for conservation and more rural forms of development.

The Subject Site is located within the Port Perry Urban Area, and thus is part of the Region's Urban System. Notably, the Site is subject to an existing Draft Approved Plan of Subdivision that including 20 large single-detached lots.

As directed by Policy 7.9, the current Regional OP requires that new Greenfield Development within the Urban Areas achieve an overall gross density of 50 residents and jobs per hectare. In addition, Policy 7.3.3 establishes detailed population, household and employment forecasts for the Region's lower-tier municipalities.

The Township of Scugog was forecast to accommodate an increase in its urban population from 10,140 in 2011 to 11,880 in 2031, with a larger increase in the number of total households from 7,310 in 2011 to 10,650 in 2031. This increase in the number of forecast households is a product of the increasing population as well as the decreasing household size, resulting in an ever-growing need to create new housing opportunities in order to accommodate smaller households.

Though the current Regional OP reflects only a 2031 planning horizon, the new Adopted Regional OP implements the updated 2051 planning horizon, and other recent changes to the Provincial planning framework. Within the Adopted Regional OP, the Township of Scugog's forecast urban population growth has notably increased, from an urban population of 11,370 in 2021, to 12,940 in 2031 and 17,740 in 2051.

Notwithstanding this forecast growth, policy 7.3.6 of the current Regional OP "recognizes that growth in the Urban Areas of the Townships of Brock, Scugog and Uxbridge is constrained by municipal servicing capacities." This represents a pressing hurdle that must be overcome in order to achieve the forecast population growth in these municipalities and ensure that a variety of new housing opportunities are availability for existing and new residents. The proposed servicing approach for the Proposed Development would overcome this hurdle.

In addition to delivering new housing opportunities, the Proposed Development delivers the added benefit of supporting these new housing opportunities on a state-of-the-art communal sanitary treatment and greywater re-use system, which will

negate any additional demand on the local sanitary treatment plant and also reduce per-capita water demand, thereby assisting the Region in managing these current servicing constraints.

In order to ensure that new greenfield development is delivered in a more compact form that more efficiently uses land and services, Policy 7.3.9 of the Regional OP establishes a minimum gross density target of 50 residents and jobs per hectare for new greenfield development. This implements the Provincial policy direction from the Growth Plan. The existing Draft Approved Plan of Subdivision would provide for a density of approximately 0.80 units per hectare, whereas the Proposed Development will provide a density of 24 units per hectare. As such, the Proposed Development will support the Region in achieving its minimum greenfield density target, whereas the existing Draft Approved Plan of Subdivision would hinder the Region.

In order to plan for the forecast residential population growth, the Regional OP provides the following objectives for the Urban System (s.8.1):

- *To establish an Urban System of distinct Urban Areas that are adaptable and able to evolve into healthy and complete sustainable communities that balance growth in population, with growth in employment.*

As noted below, the Subject Site is part of the 'Living Area' designation, which is intended primarily to accommodate population growth. The Proposed Development has been designed as a complete community, providing convenient access to passive recreation and leisure opportunities adjacent to the shoreline, while providing a broad mix of housing opportunities appealing to a wide range of household sizes. This will support an increased residential population, with the provision of approximately 600 single-detached, townhouse and apartment units, compared to just 20 single-detached lots within the existing Draft Approved Plan of Subdivision.

- *To develop people-oriented Urban Areas that create a sense of community, promote social interaction and are aesthetically pleasing.*

The Proposed Development will protect and enhance existing natural heritage features, based on recommendations from

an updated Environmental Impact study, and an expansive open landscape network to create an aesthetically pleasing mixed density community connected by a network of trails and recreation opportunities promoting social interaction.

- *To protect key natural heritage or hydrologic features and functions located within or outside of Urban Areas from the impacts of urbanization.*

An Environmental Impact Study is being prepared in order to confirm the boundaries of existing natural heritage features on and adjacent to the Subject Site, and recommend appropriate buffers and opportunities for potential natural feature enhancement.

The Regional OP divides the Urban System into more specific land use designations, which include designated intensification areas and corridors, as well as the more general “Living Areas” designation, that applies generally to residential areas. The Subject Site is designated as part of the Region’s Living Area, and is also specifically identified as part of the “Areas Developable on Municipal Water Systems & Private Waste Disposal Systems”.

Within ‘Living Areas’, suitable areas for

the provision of a full range of housing will be developed in a cost-effective and efficient manner (s.8.1.15). Again, the Proposed Development provides a range of housing options, makes more efficient use of the Township’s limited urban land resources, and maintains a safe, attractive living environment nestled within retained and protected natural heritage features (s.8.1.16). Planning and development within Urban Areas shall be based on the following principles (s.8.2.1):

- *a more compact urban form which promotes transit-supportive Urban Areas and accommodates the population and employment forecasts in Policy 7.3.3;*

The Proposed Development provides a compact urban form assisting the Township and Region with accommodating forecast population growth within an Urban Area.

- *good urban design principles;*

The Proposed Development is premised upon and incorporates good urban design principles regarding transition between proposed and existing residential uses, provision of open space, pedestrian connections, retention of natural heritage features, sustainability and site circulation. Collectively, these principles will help support a more urban and liveable

community that is walkable, compact and mixed-use.

Policy 8.2.2. directs that Urban Areas shall be developed on the basis of full municipal services, unless otherwise specified by the Regional OP. As noted above, the Subject Site is designated within ‘Areas Developable on Municipal Water Systems & Private Waste Disposal Systems’ on Schedule ‘A’, where development on private services is permitted (s.8.3.4). Policy 8.3.4 provides additional criteria for development on private services subject to the relevant provisions of policies 9B.2.10, 9B.2.11 and 9B.2.12, which apply specifically to Hamlets outside of Urban Areas. Nonetheless, the Proposed Development has regard to these policies, which establish a reasonable set of criteria for development on full private or partial municipal services.

Section 8B.1 provides the following general policies for ‘Living Areas’:

- *Living Areas shall be comprised of communities with boundaries which shall be defined within area municipal official plans. Each community shall be developed to incorporate the widest possible variety of housing types, sizes and tenure to provide living accommodations that address various socioeconomic factors.*

The Township's existing housing stock is composed primarily of single-detached homes that do not offer a range of affordability, or suitable housing options for smaller households or residents looking to downsize within their community. The Proposed Development provides a greater range of housing options, including smaller single-detached dwellings, townhomes and apartments, which are more attainable economically, better suited to meeting the needs of residents and will appeal to a much broader demographic.

- *Living Areas shall be developed in a compact form through higher densities and by intensifying and redeveloping existing areas, particularly along arterial roads.*

The Proposed Development provides a compact built-form accommodating approximately 600 residential units, providing a substantially higher density of residential uses than the existing draft plan approval, and still well below the Township's maximum permitted density of 50 units per hectare, providing a density of 24 units per hectare and representing a contextually appropriate medium density of development.

Building on these general policies, policy 8B.2.1 specifies that Living Areas shall

be used predominately for housing purposes, with limited commercial uses also permitted as a component of mixed-use developments. As such, the Proposed Development will include residential and limited commercial uses that are permitted within Living Areas.

Section 2 of the Regional OP addresses the natural environment, with the goal of ensuring its conservation and enhancement. The Proposed Development is founded on implementing buffers between development and natural heritage features. As noted earlier, an updated Environmental Feasibility Report is being prepared to confirm setback requirements for the Proposed Development from these adjacent natural heritage features, and to recommend opportunities for natural enhancement of the shoreline and buffer areas. These are critical components that will be incorporated into the Proposed Development through the future Site Plan application.

Economic Development is the subject of Section 3 of the Regional OP. While the Subject Site is designated for residential development, the Proposed Development is planned to include local-scale commercial uses that will create local employment opportunities within the Community. In

addition, the Township has expressed their strong desire to support more affordable housing opportunities within the Community, to assist in attracting and retaining young professionals and families. The Proposed Development will directly support this by offering financially attainable housing opportunities within the Port Perry Urban Area, thereby making the community a more attractive place to live and work.

Section 4 addresses Housing, with the overall goal being:

- *To provide a wide diversity of residential dwellings by type, size and tenure in Urban Areas to satisfy the social and economic needs of present and future residents of the Region.*

To achieve this, Regional Council in conjunction with area municipalities in considering development applications shall ensure a wide range of housing is provided in Urban Areas (s.4.3.1). Further, Regional Council shall support opportunities to increase the supply of housing in Urban Areas through intensification, taking into account the adequacy of municipal services and potential of housing stock (s.4.3.2).

As previously noted, the Proposed

Development will introduce a wide range of different housing types, providing much more well-rounded and expanded housing opportunities that are expected to directly address pressing housing needs of the Community, as expressed by the Township. The Proposed Development will intensify the form and scale of development compared to the existing Draft Approved Plan of Subdivision, in a manner that is contextually appropriate.

The policies of Section 5 address the provision of adequate Regional municipal services and utilities to meet the existing and future needs of Region in an environmentally sound and efficient manner (s.5.1.2). Regarding water and wastewater services, policy 5.3.14 states:

- *Regional Council may limit the type and intensity of any proposed development if, in the opinion of Regional Council, the provision of any municipal services and utilities would cause financial, environmental or other hardships for the Region.*

The Proposed Development will be provided with private communal on-site wastewater treatment, and municipal water as confirmed through the Civil Engineering Feasibility Study prepared by SCS Consulting Group Ltd. (“SCS Group”)

and Private Wastewater Feasibility Study prepared by WSP. The proposed servicing strategy will also utilize recycled water to reduce demand (projected up to 30 percent) on the regional water supply and require an extension to the water mains on Castle Harbour Drive and Simcoe Street. As previously noted, the Regional OP specifically identifies the Subject Site as an area where development can proceed on private sanitary services and municipal water services.

Further, policy 5.3.17 states:

- *Notwithstanding Section 8, limited infilling or minor expansion to existing development may take place in Urban Areas with private drilled wells and/or private sewage disposal systems, in accordance with the provisions of this Plan, prior to the availability of municipal services, provided that:*
 - *a satisfactory agreement has been entered into with the Region, including the requirement for future connection to the Regional water supply and sanitary sewer system;*

The above policy refers to ‘limited infilling or minor expansion’ that would occur prior to municipal services becoming available. This seems to allow development to proceed within the Urban Area on the

basis of private services subject to an agreement with the Region that a future connection be provided to Regional water and wastewater services. This policy reflects more traditional individual private septic systems, which can provide sanitary services for larger estate or rural lots within Urban Areas on an interim basis, but are not suitable for more urban forms of development.

The proposed servicing strategy is suitable for meeting the short and long-term needs of the Proposed Development, as it will implement a state-of-the-art communal wastewater treatment and greywater re-use system. This will provide significant benefits to the Region’s broader servicing strategy by negating any additional municipal wastewater treatment demand and reducing water demand. As such, this is proposed as the ultimate, long-term servicing strategy for the Proposed Development, without any requirement for a future connection to the Regional wastewater system.

Furthermore, the sustainability measures associated with the proposed servicing approach (i.e., greywater reuse) would not be undertaken or even contemplated on a short-term basis if hook-ups to full municipal services are being considered,

because they are dependent upon and integral integrated into the long term viability of the state-of-the-art wastewater treatment system.

Though not located on the Subject Site itself, adjacent areas to the north and south are identified as 'Waterfront Areas' along the Lake Scugog shoreline, as illustrated on Schedule 'A'. The Regional OP provides direction to develop these areas as 'people places' with the exception of significant natural areas, which will be protected in their natural state (s.10C.1.1).

Though Waterfront Areas are not identified on the Subject Site, the Environmental Feasibility Report being prepared by GHD will identify any key natural heritage and hydrologic features on and adjacent to the Subject Site, providing an appropriate limit to development ensuring no negative impacts and recommending opportunities for potential enhancements (s.10C.1.2). In addition, a key component of the Proposed Development will be to provide enhanced access to the waterfront through a trail system connecting development, open space and environmental protection blocks in accordance with policy 10C.1.4.

The Subject Site is designated as one of the Region's Living Areas, within an Urban Area where increased residential growth is forecast over the next 25-30 years. Whereas the existing Draft Approved Plan of Subdivision represents an outdated and less relevant or desirable form and model of suburban residential development, the Proposed Development directly implements Regional planning policy objectives related to compact urban built form, delivering a range of housing opportunities and making efficient use of municipal services and infrastructure.

In addition, the Regional OP includes specific permission for the Subject Site to be developed on a private sewage disposal systems and municipal water system. Accordingly, the Proposed Development will utilize private wastewater and municipal water systems to deliver expanded and more diversified housing opportunities within a Living Area. The proposed servicing strategy will utilize state-of-the-art technology to reduce water consumption, improve self-sufficiency and reduce demand on municipal water services. It will also preserve any existing capacity on the municipal wastewater treatment plant for other future residential development in the Community.

It is our opinion that the Proposed Development conforms to all relevant policies of the Regional OP and should not require a Regional Official Plan Amendment for detailed implementation. In this regard, we note that policy 8.3.4 explicitly permits development on 'municipal water systems and private sewage disposal systems', and there are no provisions that limit the scale of development on private and municipal services subject to servicing constraints. Implementation through an MZO will ensure that the Proposed Development can move forward through a streamlined approvals process, without any potential need for a Regional Official Plan Amendment.

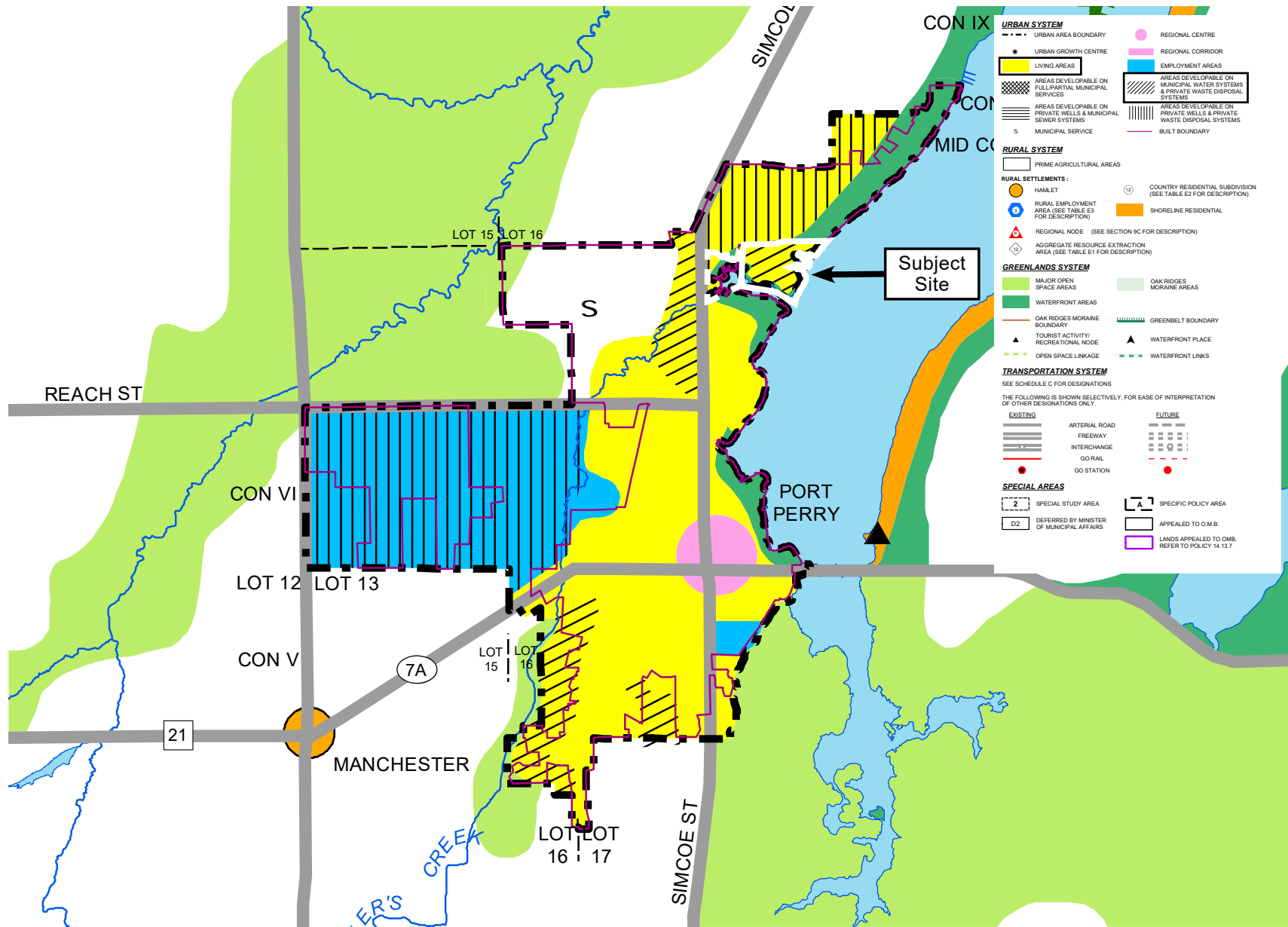


Figure 19: Durham Region, Official Plan, Schedule 'A' - MAP 'A3' Regional Structure

5.5 Township of Scugog Official Plan (2017)

The Township of Scugog Official Plan (the “Township OP”) was approved by the Ontario Municipal Board in 2011, and provides more specific, local guidance on land use planning in conformity with the Regional OP.

The Township OP establishes the land use structure and urban form new development should follow towards the 2031 planning horizon, directing development towards the Port Perry Urban Area and existing hamlets in the Township. The Township OP seeks to provide a variety of housing opportunities to meet the needs of present and future residents, while also encouraging a sufficient density of development that makes efficient use of land and existing services (s.1.3).

Section 2.1 outlines the Township’s local level growth management framework. Recognizing that this framework is based on older or outdated growth projections, as reviewed in Section 5.4 above, the Township OP primarily directs growth to the Port Perry Urban Area, and plans for residential growth of approximately 110 residential units per year therein. At the same time, new growth in Port Perry is to be sequential and appropriately phased to ensure logical, orderly development of the community, and should make economical use of existing infrastructure while also

supporting the Township’s financial situation.

At approximately 600 units, it is anticipated that the Proposed Development will be phased over many years, supporting the Township in accommodating this projected growth within the Port Perry Urban Area. Notably, the Subject Site is surrounded by existing development to the north and south, and so represents logical infilling within the urban area. The more compact form of development, compared to the existing Draft Approved Plan of Subdivision, along with the incorporating of state-of-the-art servicing technologies, ensures much more efficient use of existing land, services and infrastructure.

The housing policies of the Township OP seek to provide a diverse housing stock in terms of type, tenure, density and affordability to meet the varied needs of residents by (s.2.4):

- *Maintaining an adequate supply of land for residential development, subject to the availability of water and wastewater treatment capacity;*

Schedule ‘I’ of the Township OP identifies the Greenfield Areas within the Port Perry Urban Area, which includes the Subject Site, located in the Phase 2 Servicing Area.

The Subject Site has access to municipal water, and is permitted to be developed on private sewage disposal systems by the Regional OP. The proposed servicing plan responds to this direction, which has the added benefit of preserving existing capacity at the municipal wastewater treatment plant and reducing water demand through a greywater reuse system.

- *Encouraging intensification and infill development that is sensitive to surrounding development in terms of height and massing, where adequate services such as water supply, sanitary sewerage, storm sewerage and drainage, schools and parkland are available and commercial and community facilities are accessible;*

The Proposed Development provides a desirable form of urban compact development and has been designed to fit within the surrounding built context. As demonstrated on the Concept Plan, low-density residential blocks have been located adjacent to Castle Harbour Drive to maintain compatibility with existing single-detached homes along this street. Higher density residential blocks have been set back from Castle Harbour Drive, located internally within the Subject Site and providing a gradual transition in height and density. The Subject Site is a short drive

away from Port Perry's downtown area, and from community facilities located within the Town, which are also generally accessible by active transportation, including a proposed extension of the waterfront trail to the Subject Site. The Proposed Development will provide improved access to parkland and open space on-site through the retention of natural groundcover adjacent to the shoreline and wetland areas.

- *Encouraging rental housing, assisted seniors housing and housing for special needs groups to locate in the Township. This housing may be directed to areas in close proximity to the appropriate support services for the type of housing proposed such as community and medical facilities, transit, shopping, parks and green space; and,*

Ensuring that new housing developments include a range of housing sizes and designs to offer housing opportunities at a range of prices, including affordable housing, in the marketplace.

Within the Port Perry Urban Area, housing developments shall implement the housing targets set out in Section 4.1.3 (p). Targets for

medium and high density housing may be combined, provided that not more than 70 per cent of all new housing is considered low density. Targets for medium and high density housing shall be considered as minimum targets that can be exceeded provided that all of the other policies in the Plan are addressed.

The Proposed Development accommodates a range of housing sizes including desirable low and medium -density housing options (i.e. small-lot single-detached, townhouses and apartments). In addition to providing a robust open space network on-site, the Subject Site is ideally situated to access supportive services located throughout the Town. By providing approximately 600 residential units that will include a greater proportion of medium and high-density housing options, the Proposed Development will support achieving the optimum unit mix described in policy 4.1.3 (p), as the community slowly transitions into a more diverse housing stock.

The Township OP encourages the provision of infrastructure suitable for meeting the needs of current and future residents in an efficient, economical, and environmentally sensitive manner by (s.2.6):

- *Ensuring that the infrastructure required to serve the urban area is built as necessary prior to, or coincident with, urban development;*

The Proposed Development will utilize a private communal sewage disposal system, and municipal water through an extension to water mains on Castle Harbour Drive and Simcoe Street. This represents an efficient deployment of municipal services that will maintain existing wastewater capacity and reduce per capacity water consumption in the Proposed Development by utilizing a greywater re-use system.

- *Encouraging the provision of infrastructure that is energy efficient, promotes water conservation and water efficiencies and limits impacts to air quality;*

The Proposed Development will implement sustainable design features and technologies to reduce the demand on the municipal water supply, promote greywater reuse and reduce energy consumption.

Section 3.1 outlines a series of general development criteria that must be satisfied by any new development proposal. The Proposed Development addresses these criteria as follows:

- Soil and drainage conditions are suitable to permit the proper siting of buildings and other site improvements such as driveways, parking, and accessory structures;
- Suitable arrangements have or can be made for water and wastewater servicing, storm drainage and all other necessary public services;
- No traffic hazards will ensue because of excess traffic generation, or limited sight lines on curves or grades;
- The land fronts on a year round publicly maintained road, which meets municipal standards;
- The potential impact of all adjacent land uses upon the proposed use has been adequately investigated;
- 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,
- The Minimum Distance Separation formulae are complied with.

A series of urban design guidelines are provided in Section 3.18 of the

Township OP, intending to guide design considerations of new development. The Proposed Development has been designed to respond to these guidelines as well as other general planning and urban design best practices. Specific urban design approaches that have been incorporated into the Proposed Development include:

- An extensive and well-connected active transportation and open space network will permeate the Proposed Development, providing extended public access along the waterfront and enhanced pedestrian access within the Site and to surrounding areas.
- State-of-the-art sustainable design approaches will be implemented, including a greywater re-use system, LID stormwater design techniques, and a state-of-the-art private communal wastewater treatment system.
- Natural heritage features will largely dictate the site layout, with the new EIS being prepared to confirm the boundaries of existing natural heritage features and recommend appropriate buffers and enhancement opportunities.

- The thoughtful and intentional distribution of density and different building forms and heights around the Site will establish a strong transition in height and density from the existing lower density residential uses along Castle Harbour Drive into the interior of the site, where medium density forms are proposed.
- Significant vegetated buffers are proposed along the Lake Scugog shoreline, to be integrated with extended public access.

The Port Perry Urban Area is the primary settlement area within the Township. Section 4 establishes different land use designations within the Urban Area, and policies to guide growth and development. Schedule 'A-1' identifies the eastern half and part of the western half of the Subject Site within the 'Residential' designation, and the 'Hazard Lands' designation applying to much of the western half.

The 'Residential' designation seeks to provide for a range of housing opportunities with the principal objectives being to (s.4.1.1):

- *Maintain and enhance the character and identity of existing residential areas;*

Existing residential areas surrounding the Subject Site are comprised entirely of single-detached homes on larger estate lots to the north and west, and on subdivisions located south of the lake inlet. The Proposed Development maintains the character and identity of these existing residential areas through the retention of natural groundcover adjacent to the shoreline, and by providing a gradual transition in density, maintaining low-density residential uses on Castle Harbour Drive.

- *Encourage the provision of a range of housing types and opportunities to accommodate persons with diverse social and economic backgrounds, needs and desires while promoting the maintenance and improvement of existing housing;*

The Proposed Development will provide low and medium-density housing, suitable for meeting the needs of a greater range of Port Perry's current and future residents, and helping the Town move towards achieving a more desired mix of housing.

- Promote the efficient use of existing and planned infrastructure by creating the opportunity for various forms of residential intensification, where appropriate;

The Regional OP permits development on municipal water and private sewage disposal systems on the Subject Site. The Proposed Development provides an efficient form of residential development, optimizing available servicing infrastructure and utilizing on-site waste disposal systems. The use of a state-of-the-art private communal sanitary treatment system will also maintain existing servicing capacity for other residential development. It is acknowledged that the Region has approved such private servicing approaches elsewhere which involve long-term care and upkeep agreements with the Region for such services.

Within the 'Residential' designation, the Township OP permits a broad range of housing forms including single-detached, semi-detached, duplex, three-plex, four-plex, street, block and stacked townhouses, apartment dwellings and various forms of supportive housing. Community facilities, home occupations and existing local commercial uses geared towards meeting the day-to-day needs of residents are also permitted (s.4.1.2a).

The Proposed Development will introduce new commercial uses within the 'Residential' designation, however these will be locally-scaled, and geared

towards meeting the day-to-day needs of future residents. While a broad range of housing forms are permitted within Port Perry, the dominant form of housing still remains single-detached homes, though the Township OP plans for a gradual evolution towards a more diverse housing stock. The Proposed Development will diversify Port Perry's housing stock through development of a vacant site, which was part of a previous draft plan approval for 20 single-detached homes on estate-style lots.

The Township OP provides the following general development policies for Port Perry (s.4.1.3):

- *Residential developments within areas designated Residential may be permitted at a maximum density of 50 units per net hectare with a maximum height of five storeys above grade. A minimum of 30 percent of new housing within the Residential designation shall occur through intensification within the built boundary shown on Schedule I.*

The Proposed Development will provide approximately 600 residential units accommodating a density of approximately 24 units per hectare, well below the maximum permitted density of 50 units per hectare, but significantly higher than the

existing Draft Approved Plan of Subdivision, which would provide a density of just 0.80 units per hectare. A maximum height of five-storeys will be permitted to accommodate high-density housing towards the south of the Subject Site, and a maximum height of three-storeys provided adjacent to Castle Harbour Drive to reinforce the existing low-rise building typology.

- *Higher density development, such as apartment buildings in excess of three storeys in height, shall be located in proximity to Arterial and Collector roads, and community facilities, including schools and parks.*

The Subject Site is approximately 300 metres east of Simcoe Road, an Arterial Road, and 500 metres from Scugog Soccer Fields. Community facilities such as schools, and child care centres are located just south of the Subject Site approximately 1.5 kilometres away near the intersection of Reach Street and Old Simcoe Road. Further, the Proposed Development will provide accessible open space on-site integrated within retained natural heritage features. In addition, the Adjacent Lands provide a potential opportunity for direct access to Simcoe Street.

- *In considering the development of new medium and high density residential development, the Township shall be satisfied that the proposal:*
 - *Is located on and has direct access to a Collector or Arterial road as shown on Schedule C-1 to this Plan;*

Simcoe Street is located approximately 300 metres west of the Subject Site. In addition, direct access to Simcoe Street may be provided through the Adjacent Lands subject to further technical study.

- *Respects the character of adjacent residential neighbourhoods, in terms of height, massing and setbacks;*

The Subject Site's location adjacent to Lake Scugog, with its undulating shoreline, provides for extensive vegetated buffers, and ample separation between medium and high-density residential development from existing low-rise residential neighbourhoods. This is further reinforced by the strong and deliberate transition in built forms, building up from Castle Harbour Drive.

- *Can be easily integrated with surrounding land uses;*

The Subject Site is surrounded by existing low-rise residential development. The

Proposed Development will retain natural groundcover along the shoreline and will institute appropriate built form transitions to thoughtfully integrate medium density residential development.

- *Will not create traffic hazards or an unacceptable level of congestion on surrounding roads;*

LEA Consulting Ltd. ("LEA") has prepared a Transportation Memorandum for the Proposed Development assessing two potential site access scenarios, including an access from Simcoe Road, and another from Castle Harbour Drive. The analysis indicated most intersections are expected to operate within capacity in future scenarios, however intersection improvements would be required and can be implemented at Simcoe Street and Castle Harbour Drive if access is provided from Castle Harbour Drive.

- *Can easily be accessed by transit if available;*

The nearest transit stop is located approximately 1.5 kilometres south of the Subject Site at the intersection of Simcoe Street and Reach Street, providing access to Durham Region Transit (Route 905).

- *Is located in close proximity to community facilities, such as parks, schools and open spaces;*

The Subject Site has access to community facilities located near the intersection of Simcoe Street and Reach Street, such as schools and child care facilities, and sports fields located just west of the Subject Site. The Proposed Development will provide an expansive on-site open space network, creating accessible opportunities for leisure and passive recreation.

- *Is located on a site that has adequate land area to incorporate the building, on-site parking, an outdoor amenity area, and appropriate buffering such as setbacks, landscaping and fencing to ensure the compatibility of the use with adjacent land uses;*

The Subject Site provides ample space to accommodate medium density housing development, while retaining natural heritage features, providing appropriate buffers, setbacks, landscaping and outdoor amenities, and incorporating a meaningful built form transition.

- *Where appropriate, considers the role of topography and natural vegetation in minimizing the impacts of tall buildings on adjacent land uses;*

The Subject Site's unique orientation along the undulating Lake Scugog shoreline provides an excellent opportunity to accommodate medium and high-density housing within the existing surrounding low-density residential neighbourhood. The adjacent shoreline provides opportunities for an extensive vegetated buffer, with the retention of natural groundcover reducing the perceived height and prominence of proposed mid-rise buildings.

- *Has demonstrated that the potential shadow impacts associated with tall buildings will be at an acceptable level on adjacent properties; and,*

Medium and high-density housing will be located within the interior of the Subject Site further away from adjacent residential uses minimizing any potential for shadow impacts on adjacent properties.

- *Has adequate municipal water and wastewater services available.*

The Subject Site was previously approved for a 20 unit residential estate subdivision, where units were proposed to serviced by private septic systems. The Proposed Development will provide approximately 600 residential units served by a private communal sewage system. The Regional OP provides permissions for development on private wastewater and municipal

water services for portions of Port Perry with limited servicing capacity such as the Subject Site. Water can be provided through an extension of the watermains on Castle Harbour Drive and Simcoe Street as supported by the Civil Engineering Feasibility Study.

The desired housing mix within Port Perry Urban Area is 70 percent low density housing, 15 percent medium density housing and 15 percent high-density housing (s.4.1.3p). The predominant form of housing within the Town is currently skewed towards low-density single-detached housing, with the 2021 Census showing single-detached homes making up 80 percent of occupied dwellings in the Town, and apartments just 14 percent.

The Proposed Development will assist the Township with moving towards achieving its desired housing mix through its ongoing transition to incorporate medium and higher density housing. While the Subject Site is located within a Greenfield Area outside the Priority Intensification Areas identified on Schedule 'I' it is within a Settlement Area, and the Proposed Development accomplishes a number housing objectives and will be phased in conjunction with available water servicing capacity (s.4.1.4).

The Township OP provides the following policies regarding the provision of municipal and private water and wastewater services within the Port Perry Urban Area (s.8.9.1):

- *All development in the Port Perry Urban Area shall be connected to municipal water and wastewater systems unless exempted by the policies of this Plan and the Durham Regional Official Plan;*

The Regional OP permits development on municipal water and private utility wastewater treatment services on the Subject Site. Accordingly, the Proposed Development can be provided with water through an extension of the watermains on Castle Harbour Drive and Simcoe Road. Wastewater services will be provided through a private utility wastewater treatment service.

- *The allocation of municipal water and wastewater system capacities through the development approvals process will be based upon a program developed in consultation with the Region of Durham, and implemented through reports to Council when necessary, which ensures the timely and efficient use of these services and implementation of the policies of this Plan;*

The provision of municipal water services to the Proposed Development will be developed in consultation with the Region and Province through the development approvals process.

- *Partial services utilizing municipal water and private sewage disposal will only be considered as an interim servicing solution to permit phased development of lands designated Residential in Port Perry following the approval of an Environmental Assessment and commitment from the Region of Durham to expand the Nonquon River Water Pollution Control Plant;*

In our opinion, the Regional OP policies that specifically permit development on partial services supersede the Township's requirement that partial services only be provided as an interim condition. This reflects other policies within the Township OP that defer to the Region on servicing-related matters. The proposed servicing strategy is suitable for meeting the long-term needs of the Proposed Development, and facilitates the development of higher density housing in advance of the extension of municipal sewage services.

The Township OP directs employment and population growth towards the Port Perry Urban Area and promotes a full-range of housing options within its 'Residential' designation to meet the current and future needs of residents. The Proposed Development provides a range of low and medium-density housing options, within an area where development is explicitly permitted on municipal water and private utility wastewater treatment services by the Regional OP.

The Proposed Development meets the Township's criteria for residential development, addresses applicable Urban Design Guidelines within the Township OP, and is well situated to access community services and facilities just south of the Subject Site. The Proposed Development strongly responds to and directly implements numerous Township planning objectives, and generally conforms with the Township OP as a whole.

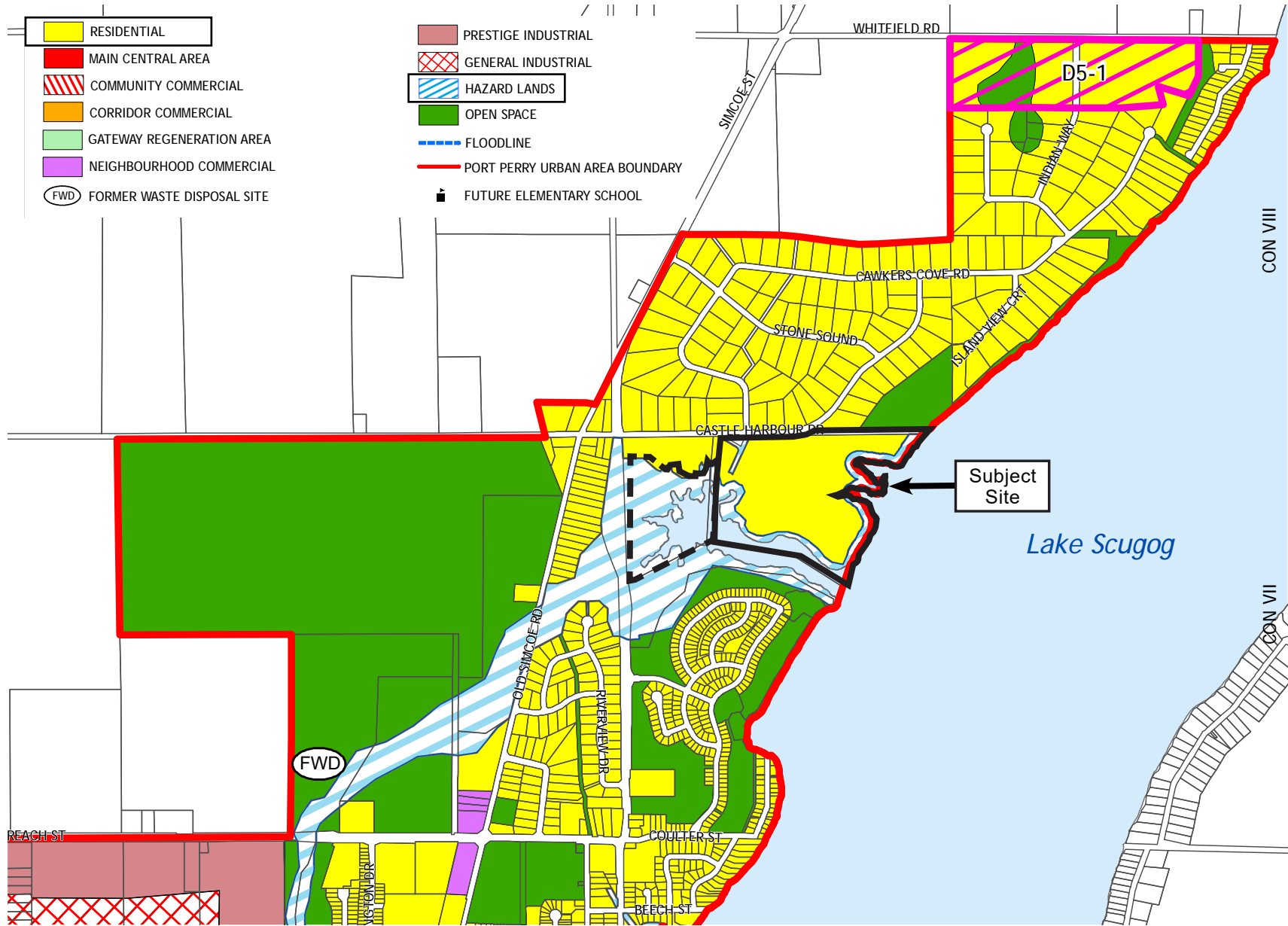


Figure 20: Township of Scugog, Official Plan, Schedule A-1 Port Perry Urban Area Land use

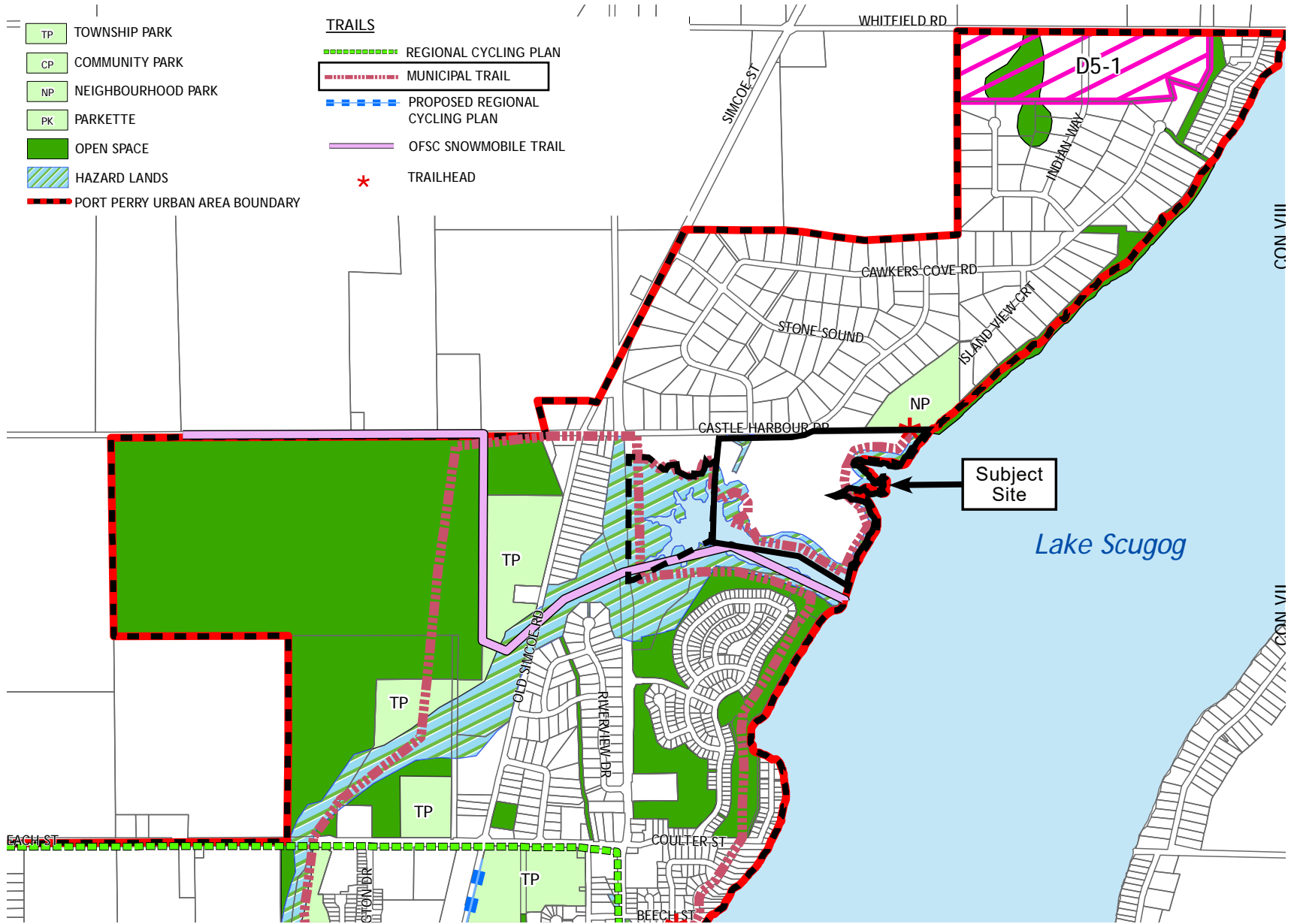


Figure 21: Township of Scugog, Official Plan, Schedule B-1 Port Perry Urban Area Parks and Open Space

5.6 Township of Scugog Zoning Bylaw 14-14 (2023)

The Township of Scugog’s Zoning Bylaw (the “ZBL”) implements the policies of the Township OP by regulating the use of land. Schedule ‘B’ Map 1 of the ZBL identifies the applicable zoning for the Subject Site as ‘Urban Partial Service Residential (R3)’ and ‘Environmental Protection (EP)’ within the Port Perry Urban Area. Within the R3 zone the following residential uses are permitted (s.9.2):

- *Dwelling, Duplex*
- *Dwelling, Fourplex*
- *Dwelling, Linked*
- *Dwelling, Semi-Detached*
- *Dwelling, Single Detached*
- *Dwelling, Townhouse*

As reviewed above, the effective outcome of the requested MZO process will be to implement a site-specific zoning to permit the Proposed Development on the Subject Site, which will establish the necessary permissions, and specific built-form regulations for the range of low and medium density housing options that will be provided on the Subject Site. We recommend that this site-specific zoning framework generally be modeled on the Township’s current ZBL and zoning categories in order to allow for streamlined administration by the Township moving forward.

We note the ZBL permits a range of residential uses across the R3 Zone excluding ‘Dwelling, Apartment’ subject to use-specific built form regulations and lot coverage requirements. As such, in order to permit the range of proposed housing options, and to ensure that the proposed transition in built forms and densities is appropriately implemented, we recommend that the MZO divide the Subject Site into the following two zones or sub-zones:

- **Zone 1:** the northern portion of the Subject Site, where single-detached and townhouse dwellings will be permitted. This zone will be modelled on the RM3 zone from the Township’s ZBL, which permits these uses but does not permit apartment dwellings.

- **Zone 2:** the southern portion of the Site, where mixed-use development with residential apartments and local-scale ground floor commercial uses will be permitted. This zone will also be modelled on the RM4 zone, but will include additional permission for local-scale commercial uses. While we acknowledge that some of the Commercial Zones within the ZBL permit residential uses in mixed-use buildings, we suggest that the RM4 zone be utilized as the model here, in order to reinforce the primacy of the residential use, and ancillary nature of the commercial uses.

A draft version of the proposed MZO is appended to this Report, and includes additional site-specific regulations as required, tailored around the Proposed Development.

In addition to these two Residential zones, the EP Zone will continue to correspond to the wetlands, naturalized buffers and shoreline areas that have been identified through the updated Environmental Impact Study.

Generally speaking, the Proposed Development will accommodate larger development blocks in a more centralized and compact format, providing opportunities for increased setbacks, landscaping and retention of vegetation. In addition to natural heritage preservation, as illustrated on the Concept Plan a trail system will link the EP Zone and development blocks to the surrounding neighbourhood reinforcing a natural setting.

The requested MZO will establish an appropriate and tailored site-specific regulatory framework, modeled on the RM3 and RM4 zones from the Township's ZBL. This site-specific framework will provide the necessary land use permissions and regulations for implementing the Proposed Development in accordance with the updated technical studies.



Figure 22: Township of Scugog, Zoning Bylaw 14-14, Port Perry Schedule B, Map 1

6. Proposed Community Overview

6.1 Previous Design and Approvals

In 2006, a proposed residential subdivision with 20 large, estate-style single detached lots received Draft Plan of Subdivision approval on the Subject Site. Reflecting a suburban design, the Draft Approved Plan of Subdivision would create 20 lots ranging in size from 0.424 hectares to 0.805 hectares, excluding portions of the rear of the lots that were reserved for buffer areas (Block E) and additional natural open space (Block F).

Aside from lots 1, 2 and 3, which would have direct access to Castle Harbour Drive, the Draft Approved Plan provided a single access from Castle Harbour Drive, (Street A) providing access to interior lots, and a second road (Street B) parallel to the northeastern boundary of the Subject Site. Both streets would terminate at cul-de-sacs within the Site. A stormwater management block would be located within the interior of the site (Block D). The Draft Approved Plan would achieve a density of less than one unit (0.80) units per hectare. By contrast, the Province has established a minimum greenfield density target for the Region of 50 residents and jobs per hectare, as reviewed in Section 5.3 of this Report. As such, the existing Draft Approved Plan of Subdivision would not support the Region in achieving its minimum greenfield density target.

On May 22, 2018, the Region circulated a notice of application to revise the conditions of draft plan approval for Subject Site, to reflect updated technical studies that had been prepared. An updated Environmental Impact Study (2017) and Wetland Compensation Plan (2018) were circulated to the KRCA for comment, and revised Conditions of Draft Approval were provided requiring wetland compensation areas identified on the Draft Plan be dedicated to the Township and maintained in their natural state to the satisfaction of the KRCA. Various approvals would also be obtained from the Township and KRCA regarding stormwater management, erosion and sediment control structures during construction.

This earlier proposal continues to retain its Draft Plan Approval status to this date, despite significant changes to the planning policy framework and to the foundational principles of good planning practice.

Table 1: Existing Draft Plan Approval

Existing Draft Plan Statistics	
Number of Lots	20
Total Base Lot Area	11.47 ha
Block D (SWM)	0.34 ha
Block E (Buffer Area)	5.65 ha
Block F (Open Space)	2.14 ha
Road Easement (Street A & B)	1.41 ha
Total Draft Plan Area	21.51 ha

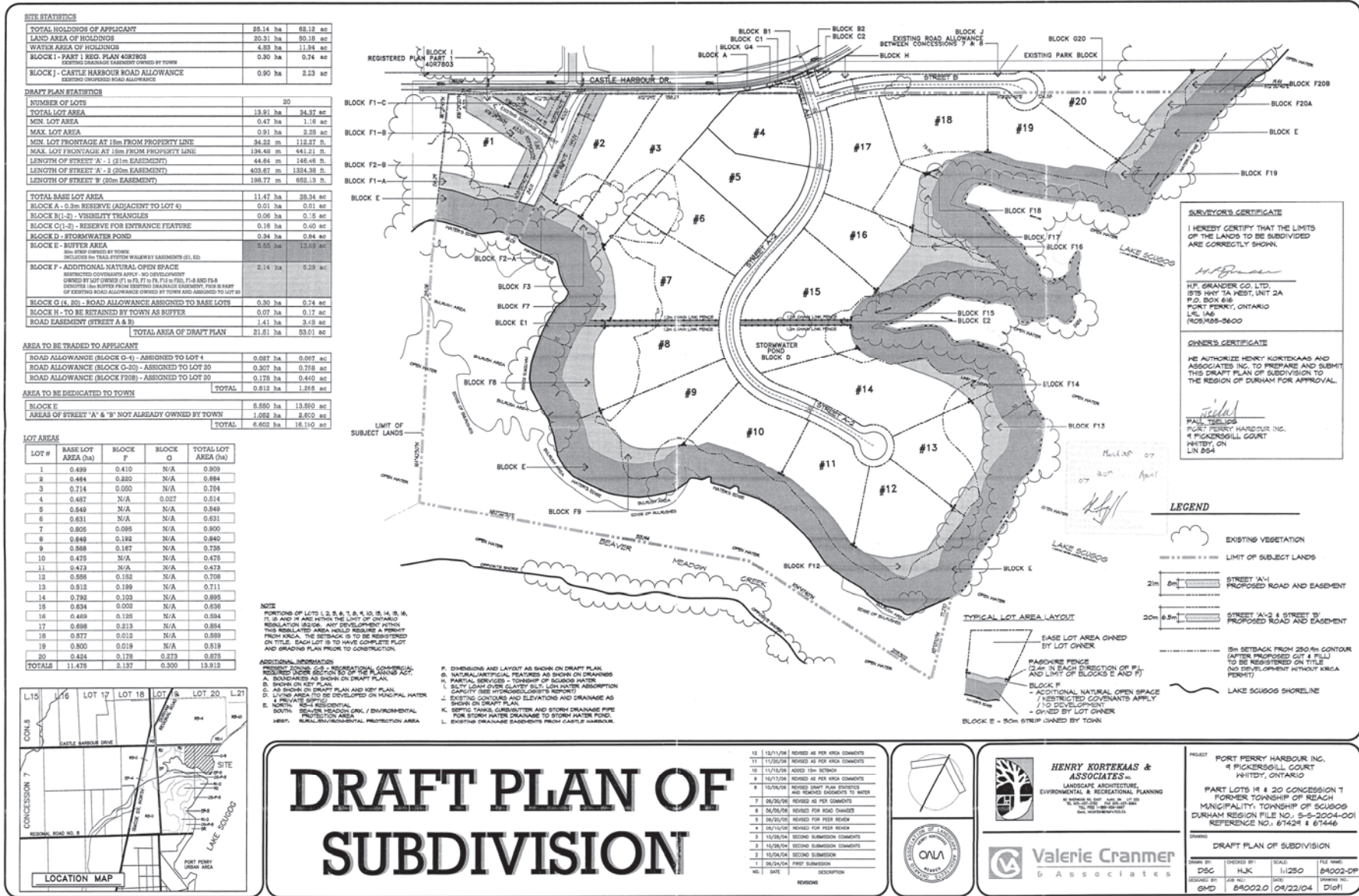


Figure 23: Existing Draft Approved Plan of Subdivision (S-S-2004-01)

6.2 Community Master Plan Design Approach

As reviewed in Section 2.0 of this Report, an exciting new vision has been developed and proposed for the Subject Site, with the Proposed Development having been guided by a number of founding principles including:

- Promoting a mix of low and medium density housing
- Providing appropriate, well-defined transitions in built form and density
- Establishing financially attainable, seniors-oriented housing
- Providing curated commercial uses
- Enhancing public access to and expanding the waterfront trail
- Focusing on natural heritage preservation and education
- Achieving landscape design excellence and sustainability
- Integrating innovative, state-of-the-art servicing and sustainability measures

Guided by these foundational principles, EQUUS at Castle Harbour will be a 600-home New Urbanism community envisioned as a socially-leading project.

In order to achieve this exciting and ambitious vision, a Community Master Plan has been thoughtfully designed, responding to the unique context of the Subject Site and surrounding area as well as the priority planning objectives and principles of the Township and Region.

Through the proposed Community Master Plan, the Proposed Development will be comprised of approximately 600 residential units and up to 1,000 square metres of complementary locally-scaled commercial uses. The Subject Site is located within the Port Perry Urban Area, a Settlement Area, and primary growth area for the Township. The Township Official Plan designates the Subject Site 'Residential' where a maximum density of 50 units per hectare is permitted. The Proposed Development accommodates extensive environmental protection, open space and buffer areas associated with the Lake Scugog shoreline and Provincially Significant Wetland, providing a density of approximately 24 units per hectare, well below the maximum permitted density for the Residential land use designation but also well above the density of the existing Draft Approved Plan of Subdivision.

The developable area will accommodate a mix of low density residential, medium density residential and mixed-use medium

density residential areas or zones that will permit a broad range of housing options including; single-detached, townhouses, apartments and dedicated seniors and financially attainable housing. The implementing MZO will permit this range of housing options and include appropriate regulations to ensure that the Proposed Development will fit harmoniously within the Subject Site, adjacent natural areas and existing residential uses to the north, west and south. These residential uses will be supported by locally-scaled commercial uses to serve the day-to-day needs of local residents.

The proposed residential and commercial uses will be largely delegated to the interior and south end of the Site, in a compact and efficient form that supports active transportation and community interaction. This supports the increased density noted above, as well as the continued conservation of natural heritage and open space areas around the perimeter of the Site, which provide a substantive buffer from existing residential uses to the south, north east and west. In addition, new lower density residential uses will be located along and adjacent to Castle Harbour Drive to maintain the existing character of the adjacent single-detached neighbourhood. Moving into the site a gradual transition



Figure 24: Proposed Development, Concept Plan

in height from two to five storeys will be provided maintaining a low to mid-rise built form.

A robust trail and active transportation network will be integrated into the natural heritage and open space system surrounding and within the Subject Site, providing ample opportunities for active and passive recreation. This will include an extension to the existing Port Perry waterfront trail, providing enhanced connectivity throughout the community and providing public access to the Lake Scugog shoreline.

The Regional Official Plan recognizes that municipal wastewater servicing capacity is currently limited in the Community as a whole, and permits development on partial or full private servicing infrastructure on the Subject Site and other areas within the northeaster portion of Port Perry. Leveraging the proposed compact form and medium density of development, the Proposed Development has been designed as a model, sustainable community implementing a range of innovative design, and sustainable technologies to make efficient use of available municipal water servicing capacity, and treating wastewater on-site requiring no extension of municipal wastewater servicing infrastructure. These

measures will facilitate a number of positive impacts, including reduced demand for municipal water services, no new demand for municipal wastewater services, reduced potable water demand, reduced phosphorous loading to Lake Scugog, and opportunities to improve energy efficiency.

Table 2: Proposed Development

Proposed Development Statistics	
Site Area	25 ha
Residential Units	600
Density (Units per Hectare)	24 units per hectare

6.3 Transportation and Mobility

Building on the sustainable design foundation principle of this new community vision, the Proposed Development has been designed to provide for a much more efficient vehicular transportation system, and to support active transportation, as well as the gradual improvement of public transit services that serve the community.

As illustrated on the Concept Plan, the medium density development blocks are concentrated along a central spine road that will be designed to support both vehicular traffic and active transportation. This linear arrangement of development blocks supports a simple, efficient and well-connected transportation network, leading from the Subject Site access internally, to the medium density areas.

LEA Consulting evaluated two potential options for site-access including a single access from Castle Harbour Drive, and another from Simcoe Street through the possible extension of a new road through the Adjacent Lands to the west. A new site-access from Simcoe Street would provide the Proposed Development with direct access to a Regional Arterial Road, subject to further technical study, and better optimize vehicle movements to and from the Subject Site. However, the central spine road design will effectively function regardless of the ultimate site access design.

In addition to the central spine road, additional laneways provide access to the lower density areas along and near Castle Harbour Drive. The front single detached dwellings will be accessed directly from Castle Harbour Drive, while others will be accessed from the interior laneways, providing an efficient layout and supporting a well-defined and contemporary built form transition.

Despite the significant increase in density compared to the existing Draft Approved Plan of Subdivision, the Proposed Development only requires a slightly expanded internal road network compared to the existing Plan. This is a result of the compact layout and form of development that is now proposed, which can be supported much more efficiently.

The Subject Site is approximately 1.5 kilometres north of the Durham Region Transit bus stop located at Simcoe Street and Reach Street. While public transit service is currently limited in Port Perry, it is anticipated that this will improve over time, with increasing ridership supported by denser forms of development, including the Proposed Development. There is also an opportunity for the Proposed Development to include a local shuttle service to provide direct and convenient access from the

Subject Site to downtown Port Perry.

On-site, active transportation will be strongly supported within the vehicular transportation network itself, and through dedicated pedestrian trails and walkways. These will link the spine road to the surrounding natural heritage areas, and provide a scenic environment for passive recreation. Further, the Proposed Development will extend the existing municipal waterfront trail on to and around the Subject Site, providing pedestrian connections to Castle Harbour Drive, Simcoe Street and the surrounding community.



Figure 25: Toyota Woven City, Shuttle Service

6.4 Natural Heritage, Open Space and Recreation

As previously noted, the Subject Site is surrounded by sensitive natural heritage features including the Lake Scugog shoreline and Provincially Significant Wetland. The Proposed Development has been designed to protect and potentially enhance these features, instituting a shoreline setback similar to what has been incorporated within the existing Draft Approved Plan of Subdivision, but with an updated natural heritage evaluation to confirm the exact limits of development and provide recommendations for enhancing natural heritage features. This approach was used previously, requiring a more detailed natural heritage evaluation and wetland compensation plan prior to development as a condition of Approval of the Plan of Subdivision.

As proposed, the Subject Site covers an area of 25 hectares, of which a large component will be dedicated to open space and environmental protection. The Proposed Development will conserve extensive shoreline areas adjacent to Lake Scugog and the PSW, which will be provided with an appropriate buffer from development blocks located within the interior of the Proposed Development. Within these buffer areas, opportunities may exist to provide parks and passive open space amenities adjacent to the shoreline, and enhancements to natural heritage features.

Schedule B-1 of the Township OP shows the location of a planned municipal trail extending along the perimeter of the Subject Site connecting to the existing trail to the south at Canterbury Common, ending at a planned trailhead just northeast of the Subject Site at a future Neighbourhood Park (Castle Harbour Park). The Proposed Development will complete this section of the municipal trail, and include additional connections throughout its development blocks and open space areas. Further, an existing drainage easement located near the northwest corner of the Proposed Development will accommodate an additional pedestrian connection to Castle Harbour Drive. These extensive natural and open space areas will include educational or interpretive signage along the municipal trail and at key locations next to the shoreline raising awareness on the importance of coastal ecosystems.

6.5 PACE Inspired Centre for Seniors Care

Canada's aging population is increasing at a rate of 4% each year; people over the age of 85 are the primary drivers of patient load in the healthcare system and in long-term care (LTC). Ontario's healthcare system is already under pressure, and so solutions to keep older adults healthy are critical to mitigate the impact of the aging population.

As such, plans for Project Equus include the construction of a senior-focused residential building with space on the ground floor to house a program inspired by the Program for All-Inclusive Care for the Elderly (PACE), a globally-respected program that supports older adults' wellbeing so that they can age in place, through the development of trusting relationships with a coordinator and with an interdisciplinary care team to ensure individual's needs are being met and goals achieved.

PACE has operated in 30 states across the U.S., having started in Chinatown, San Francisco, by the On Lok wellness services provider. PACE inspired and was the basis of the now well-established Community Wellness Hub (CWH) in Burlington, ON, which began in 2019. This unique program provides home and community-based care and services to help chronically ill, potentially long-term care-eligible, low-income adults maintain their independence

in the community. There are also avenues being explored for a cost-for-care model for those with the financial means to do so. With better outcomes and lower average costs (ranging from \$3 to \$15 per day per individual), this model defragments the many care components to achieve better care, support for caregivers, and high levels of participant satisfaction. Other successful examples of PACE-inspired services operate for seniors housed by Peel Living, Centres D’Accueil Héritage in Toronto, as well as Homecare Hub in Toronto, and others across Ontario.

Cost efficiencies are realized by co-locating preventative health and social services within older adult housing communities. These service hubs can not only ensure these vulnerable older adults receive proactive, preventative health and social service support, thus enjoying a higher quality of life, but could also proactively service vulnerable adults in adjacent areas ensuring that hospital care is reserved for those most in need of critical health care.

This has been realized in the Burlington pilot project, located in a Halton Community Housing Corporation building in the city’s downtown, so much so that two more locations have been implemented in other community housing buildings, with more

in the planning stages. In Burlington, the PACE-inspired centres are called “Community Wellness Hubs.” The first purpose-built centre is also underway in Oakville, with a hub planned for the main floor and three floors of housing units above.

Service providers have discovered efficiencies in participating in the hub — there is only one intake form for participants, so agencies do not have to repeat the intake process; visiting professionals can serve a number of clients in each visit.

There is a care coordinator who works in each location, who gets to know each participant, forming those critical trusting relationships. Service providers come together for “rounds,” an interdisciplinary team meeting to discuss participants’ individual needs and goals, ensuring wraparound care.

The Burlington team has heard from participants that they “felt invisible” before the hub started.

Participants form their own dynamic social groups, which enhance integration of care, addressing the body, mind, and spirit, making the program unique and contributing to its success.

The Burlington team has also seen participants’ sense of wellbeing increase through their participation in the hub and its services and activities; the number of calls to emergency services has decreased significantly, by more than 35%, and reports of feeling lonely, anxious, or depressed have decreased in many participants as well.

This innovative care model for older adults allows them to remain independent and in their own homes and reduces the load on the healthcare and long-term care systems. The adapted PACE-inspired model in Canada is now being scaled and spread in the Region of Halton, with other municipalities expressing interest in having their own PACE-inspired services and centres. Community housing has facilitated demonstration of the power of the PACE philosophy in Ontario. Now the challenge is to provide PACE-inspired services across Ontario through a variety of service providers and centres, whether government funded or privately funded.

There is no longer a question of whether Ontario needs the U.S.-inspired PACE model or not, or whether it can be made to work in Ontario, only how quickly can it be deployed on a large scale.

6.6 Project Infrastructure and Servicing

As mentioned, the Proposed Development is permitted to be serviced by municipal water and private communal sewage systems by the Regional OP.

A Servicing Summary has been prepared by SCS Consulting, which has determined that there is sufficient capacity to service the Proposed Development with the municipal water system, from extensions of the municipal watermain on Simcoe Street and Castle Harbour Drive, in conjunction with recycled greywater, which can reduce municipal water demand by up to 30 percent. The reduction in water demand is especially notable as it will preserve the remaining supply within the municipal water system for other residential or employment-related development in the community, allowing for the more efficient use of municipal water services.

There is presently no municipal wastewater capacity available for the Proposed Development, however wastewater treatment is proposed to be provided by a private communal sewage system, as permitted by the Region OP, using a Private Utility Wastewater Treatment system. Treating wastewater on-site eliminates the need for sanitary sewer extensions and preserves existing capacity within the municipal wastewater system. This will

also support greywater reuse, which would otherwise not be available if municipal wastewater services were utilized.

Lastly, a combination of Low Impact Development (“LID”), erosion and sediment control measures, stormwater quality control, and phosphorus and water balance controls can achieve the KRCA’s requirements for stormwater runoff. Details will be established through the subsequent Site Plan application.

7. Technical Studies

7.1 Transportation Memorandum

MZO Briefing v.1

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LEA Consulting Ltd. (“LEA”) prepared a Transportation Memorandum that assesses existing transportation infrastructure in the area including road, transit and active transportation networks, and provides trip generation calculations and intersection capacity analysis for up to 582 residential units. Trip generation for the Proposed Development was calculated using the ITE Land Use Codes for Multifamily Housing (Mid-Rise), Single Family Housing (Attached) and Single Family Housing (Detached). The Transportation Memorandum also evaluated two potential future access scenarios:

- **Scenario 1:** Simcoe Street Access
- **Scenario 2:** Castle Harbour Drive

Scenario 1 includes two site accesses, including secondary site access from Castle Harbour Drive, and a new primary site access from Simcoe Street through a proposed road extending through the Adjacent Site. Scenario 2 includes a single site access from Castle Harbour Drive.

An unsignalized intersection capacity analysis was carried out for each Scenario. Under existing conditions Scenario 1, the Simcoe Street & Scugog Line 8/Castle Harbour Drive intersection operates well within capacity, with all movements

experiencing LOS D or better. Under future background conditions, the intersection continues to operate well within capacity, with the exception of the eastbound approach with LOS E. Under future total conditions, the intersection is also expected to operate well within capacity except for the eastbound approach during the PM. Recommendations can be provided for Scenario 1 to address the eastbound approach condition.

For Scenario 2, the Simcoe Street & Scugog Line 8/Castle Harbour Drive intersection operates well under existing condition and within capacity with all individual movements experiencing LOS D or better. Under future background conditions, the intersection operates well within capacity, with the exception of the eastbound approach, which operates with LOS E. Under future total conditions, the intersection is expected to operate well within capacity, except for the westbound approach during the AM and PM, and eastbound approach during the PM. Intersection improvements are required in order to address these conditions.

The Transportation Memorandum concludes that most intersections in the study area are expected to operate within capacity in future scenarios. Future recommendations can be provided to address the one critical movement under Scenario 1, and improvements can likewise be implemented at the intersection of Simcoe Street and Castle Harbour Drive to address critical movements.

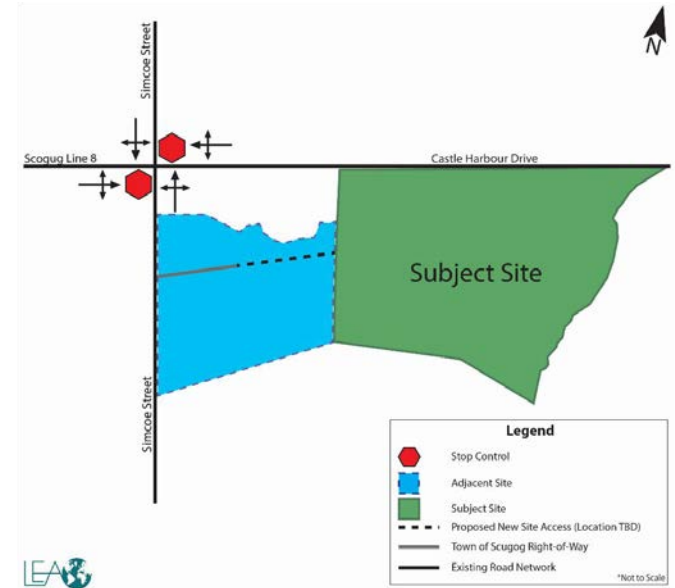


Figure 26: Site Access, Scenario 1

7.2 Servicing Summary

SCS Consulting Group Ltd. (“SCS Consulting”) has prepared a technical Servicing Summary for the Proposed Development for up to 582 residential units. The Servicing Summary assumes that the Proposed Development will be completed in four phases, with phase 1 consisting of 232 units planned to be constructed in 2025, followed by phase 2 (up to 150 units), phase 3 (up to 150 units) and phase 4 (up to 150 units) following the next 3 years individually.

Existing stormwater runoff sheet drains overland southwest towards Cawkers Creek which eventually drains into Lake Scugog, or directly into Lake Scugog. The Subject Site is within the Kawaratha Region Conservation Authority (“KRCA”) jurisdiction. Within the KRCA watershed, development is required to provide quality control with special regard to phosphorus control, and meet water balance criteria. The Subject Site is not subject to erosion or quantity control requirements as flows will be conveyed directly to Lake Scugog.

Runoff from the Proposed Development will be conveyed directly to a central stormwater management (“SWM”) system and discharge east to Lake Scugog. The proposed SWM pond will provide quality and phosphorus control for the Proposed

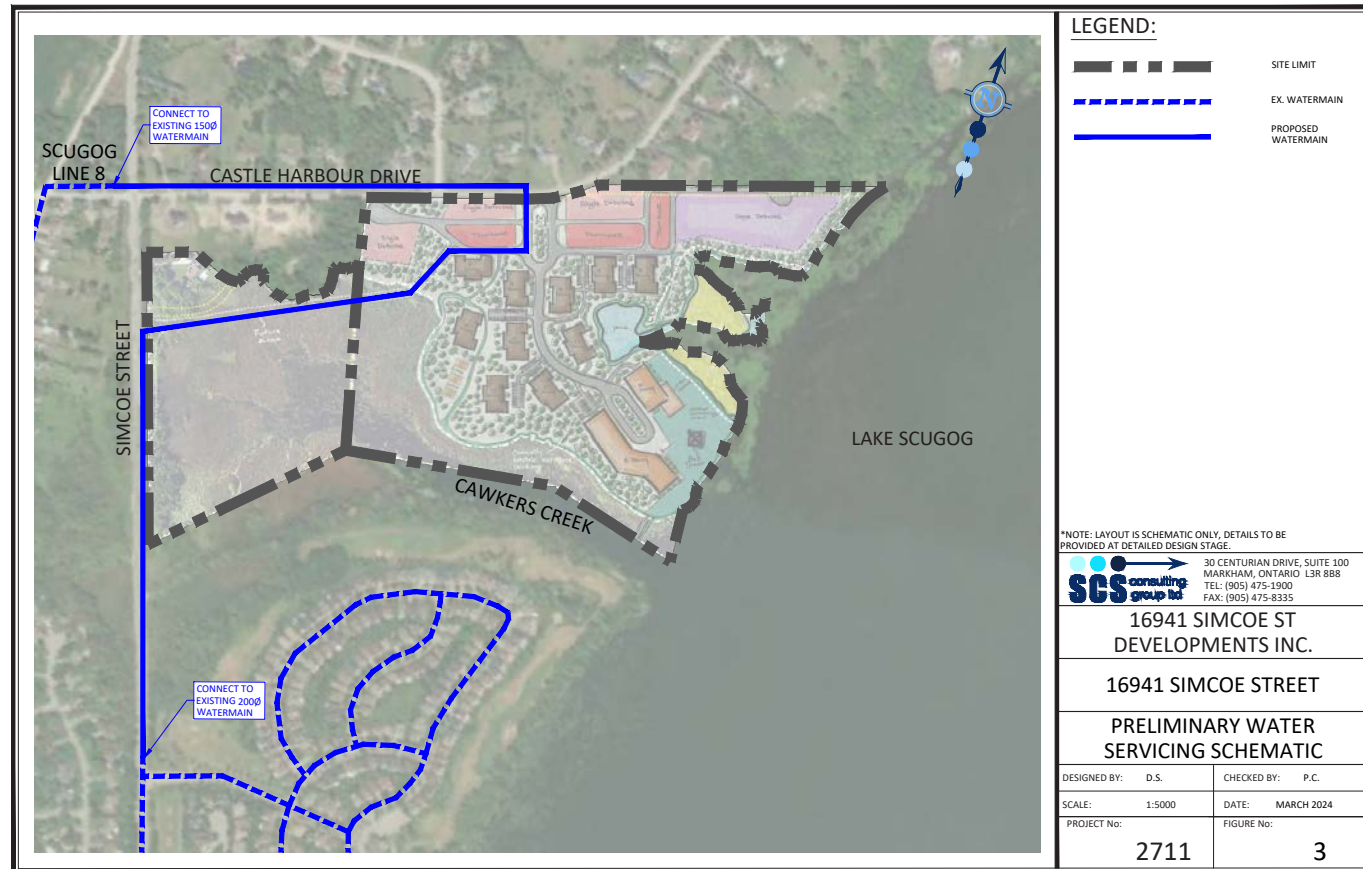


Figure 27: Servicing Summary, Preliminary Water Servicing Schematic

Development. Infiltration based Low-Impact Development (“LID”) will provide additional phosphorus control and meet water balance requirements. Uncontrolled flows from the undeveloped buffer lands will continue to discharge to Cawkers Creek as per existing conditions. A potential enhancement opportunity is located at the outlet of SWM pond subject to further study.

The Subject Site was previously approved for a 20-unit residential estate subdivision, where units would be serviced by private septic systems. The Proposed Development requires a private communal sewage treatment facility, requiring MECF approval and a responsibility agreement with the Region. The detailed design of the private treatment facility will be undertaken by WSP.

The Subject Site was previously approved for a servicing extension of the watermain along Simcoe Street, Castle Harbour Drive and internal roadways. In 2018 an Environmental Assessment for new water supply and storage to serve the Port Perry Urban was completed by the Region to accommodate the projected 2031 population. The recommendations in the Class EA were including in the Region’s 2023 Development Charge Background Study. The detailed design of the new water

supply project identified in the Development Charge Study was scheduled to have a request for proposals issued in 2024, and detailed design for the new water storage facility scheduled to have a request for proposal issued in 2025.

The proposed water supply and storage expansions identified in the EA study are not sufficient to service the projected 2051 population or any future projections. A new EA study for future water works upgrades will be required to support the Proposed Development, and the Regional Development Charge background study updated with any proposed water infrastructure upgrades. However, advanced water recycling technology from the sanitary treatment plant can potentially reduce water usage by 30 percent, and individual phases of the Proposed Development may be able to proceed prior to regional upgrades, pending further discussion with the Region and servicing allocation from the Town.

With the increased number of units within the Proposed Development, the Region also requires a second water feed to service the Subject Site. Extensions to two existing watermains will be required. It is proposed that the existing watermain on Simcoe Street be extended through the west block,

and the existing watermain on Scugog Line 8 be extended along Castle Harbour Drive. This design provides servicing redundancy to the Proposed Development in the event one of the watermains fails or requires repairs. Alternatively, the Proposed Development can be serviced using a communal well system, subject to test wells and hydrogeological investigation of the aquifer to determine feasibility.

7.3 Sustainability Feasibility Report

Internat Energy Solutions Canada (“IESC”) part of Dillon Consulting prepared a preliminary Sustainability Feasibility Study for the Proposed Development providing early identification of opportunities to integrate design solutions that meet the guiding sustainability principles outlined in the Township Official Plan. The study considers a variety of building level scale strategies with the potential to reduce the Proposed Development’s operational energy and carbon impact, improve resiliency and wellness, and maintain the natural environment with a strong focus on sustainability.

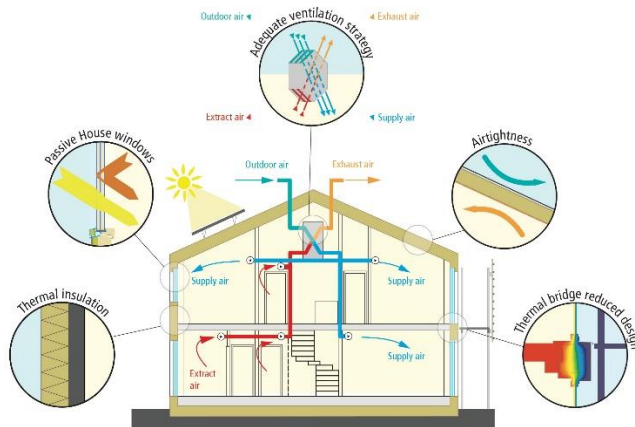


Figure 28: Passive Design Principles

- **Passive Design Measures** - At this stage of design, building envelope details are still under consideration. As building advances, specific focus will be given to the following architectural elements to address thermal bridging concerns:
 - opaque walls and reflective surfaces
 - interior and exterior wall interfaces
 - slab bypasses
 - balconies
 - parapet and terrace details.

Additional focus on thermal insulation and air tightness can provide significant advantages in energy efficiency, thermal comfort and indoor air quality. Another economically and environmentally beneficial feature is the implementation of green roofs, which reduce heat loss and play a crucial role in stormwater management by decreasing runoff.

- **Active Design Measures** - At this current design stage, mechanical systems have only been considered at the conceptual level. However, preliminary recommendations can ensure that a range of active design measures can be successfully implemented in the future, including:
 - **Heating/Cooling Systems** - Commonly used heating and cooling systems in similar residential buildings encompass natural gas-fired boilers and furnaces, which amplify energy usage. Air-Source Heat Pumps have recently emerged as a vastly superior alternative, providing both heating and cooling, efficiently streamlining energy consumption and mitigating environmental impact.
 - **Lighting Systems** - LED lighting is energy-efficient, consuming significantly less electricity compared to traditional incandescent or fluorescent bulbs and leading to substantial cost savings, having long lifespans, reducing maintenance costs and emitting very little heat.

- **Water Fixtures** - Low-flow fixtures are essential components of water-efficient plumbing systems designed to reduce water consumption without compromising performance. Rainwater recovery for greywater re-use can also provide for various non-potable purposes and reduce demand on potable water sources, mitigating the strain on municipal water systems. Additionally, rainwater recovery helps alleviate stormwater runoff which can contribute to erosion, flooding and pollution of waterbodies.

- **Advanced Energy Solutions** - Geothermal exchange systems use natural heating and cooling. The design team should investigate the feasibility of implementing a geothermal loop to provide a constant source of carbon free energy. Other Alternative Advanced Energy Solutions include:
 - combined Heat and power
 - solar collectors
 - drain water heat recovery
 - earth tubes (passive heating and cooling)
 - spectrally selective glazing
 - battery storage
 - rainwater harvesting

- **Renewable Energy** - Photovoltaic panels can be used to power equipment directly or stored in a battery for later use. Various PV system installation types were considered as part of this study:
 - rooftop PV system
 - building integrated photovoltaics
 - carport PV systems

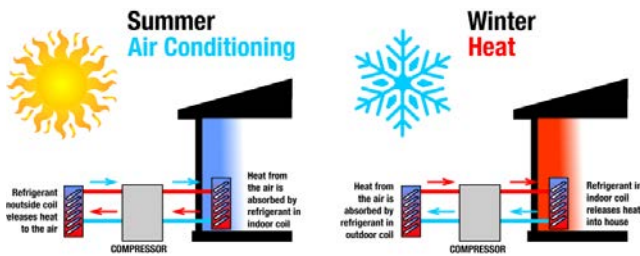


Figure 4: Bird-Friendly Building Design

Figure 29: Air-Source Heat Pumps



Figure 30: Rooftop Solar PV Systems

- **Maintaining Natural Environment** - One key measure is the establishment of shoreline protection regulations in ecologically sensitive areas to protect shoreline and wetland function and reduce habitat destruction. This includes a 30 metre setback requirement that is generally provided along the shoreline, controlling land use activities, and implementing erosion control measures to prevent shoreline degradation. Additional measures can include:
 - Promoting the use of environmentally-friendly construction materials, using native vegetation for landscaping, and implementing infrastructure practices such as permeable pavements to reduce stormwater runoff.
 - Community education and outreach programs to raise awareness about the importance of shoreline conservation and empowering residents to act accordingly to protect their local ecosystems.

Lastly, building certifications offer numerous advantages as they provide a strict framework for evaluating and recognizing buildings that meet high standards for sustainability, energy efficiency and environmental performance. These certifications include Leadership in Energy and Environmental Design (LEED), Passive House and ENERGY STAR for Homes.

The opportunity to apply sustainable design principles within the Proposed Development in accordance with the Official Plan is highly promising. With a clear focus on maintaining the natural environment, protecting wildlife, and implementing effective measures to reduce resource consumption and greenhouse gas emissions, the Proposed Development demonstrates a strong commitment to environmental stewardship. While challenges and trade-offs may arise in implementing sustainability initiatives, such as balancing short-term costs with long-term benefits or navigating complex regulatory landscapes, proactive planning, stakeholder collaboration, and innovation can help overcome these obstacles.

7.4 Stage 1-3 Archaeological Assessment

Archaeological Assessments Ltd. conducted a stage 1 to 3 archaeological resource assessment of the Subject Site. Background research determined there had been no previous assessments carried out on the Subject Site, and given its location adjacent to the creek and Lake Scugog suggested it had a high potential for containing archaeological remains.

The Stage 2 field assessment identified five archaeological sites corresponding with indeterminate pre-contact native campsites. Stage 3 test excavations were carried in October, 2003. The results of the Stage 3 assessment indicated that none of the five sites are significant archaeological resources, nor do any of the identified sites require any additional archaeological investigations, and are no longer a planning concern.

Given the results of the Stage 1 to 3 assessment it was recommended the Subject Site be cleared of any conditions relating to archaeological resources.

7.5 Natural Heritage Feasibility Report

GHD prepared a natural heritage feasibility report outlining key natural heritage features; species at risk (“SAR”); outlining key natural heritage resources issues and concerns; outlining a limit to development based on legislated and recommended buffers and provided recommendations and protection measures. GHD prepared an updated Environmental Impact Study (“EIS”) for the Subject Site 2017, which concluded the natural features and ecological functions may be negatively effected by development requiring mitigation measures, permitting and consultation with agencies to refine the site plan.

Natural Heritage

The Subject Site is adjacent to a provincially significant wetland (“PSW”) that is largely confined to the shores of Lake Scugog, with portions protruding inland as marsh and swamp inlets along its southern boundary. A small portion of unevaluated wetlands are located on the Subject Site that are not part of the PSW, consisting of swamp and meadow marshes.

Regionally Rare Plants and Vegetation

Nine regionally rare species were found on the Subject Site in 2016/2017. A review of the NHIC database (2024) found no records of significant plants found within a 10 kilometre radius including the Subject Site, and no rare vegetation community types were found within the Subject Site based on ELC codes.

Fish and Fish Habitat

Lake Scugog supports a recreational, commercial and aboriginal warm-water fishery. Site visits identified shoreline habitat suitable spawning. The drainage ditch adjacent to Castle Harbour Drive conveys flows to the wetland, and is assumed to having flowing water only during high flow events such as those occurring in the spring and fall.

Birds

Forty-seven bird species were observed within the Subject Site during previous surveys.

Herpetofauna and Other Wildlife

Five amphibian species were identified during the 2016/2017 and 2004 field surveys. One reptile (midland painted turtle) was observed during the 2017 aquatic

surveys. Five mammals were recording during the 2002 field survey.

Species at Risk

Previous surveys identified four SAR, two additional species identified during the previous surveys are now listed as SAR (i.e., black ash, midland painted turtle).

Federal Legislation

If the Proposed Development has the potential to harm fish than an authorization is required from Minister of Fisheries and Oceans, further It is advisable to consult with the DFO regarding compliance with the Fisheries Act. Additionally, no work is permitted to proceed that would result in the destruction of active nests, or wounding or killing of bird species protected under the Migratory Birds Convention Act.

Provincial Legislation

The Endangered Species Act (“ESA”) identifies five classifications of species status. There are possible exemptions to the ESA and how the ESA is to be carried out. A permit under this act may be required for development. Further, the recommended 30 metre buffer from the PSW is designed to meet PPS requirements.

Potential Permitting

The potential permitting requirements for the Proposed Development may include the following:

- Endangered Species Act Permits for black ash and least bittern
- Fisheries Act Authorizations
- KRCA Permit
- Trent Severn Waterway/Parks Canada in-water works permit

Recommended Protection Measures

The natural heritage feasibility report provides the following recommendations and protection measures for implementation during site preparation, construction and post-construction:

- Staking of the wetland boundary prior to construction;
- Maintaining a 30-metre buffer from PSW;
- Detailed sediment and erosion control plans be prepared for all stages of development;
- Silt fencing be installed along the buffer prior to any grading;

- No vegetation clearing during active bird breeding season (April 1 - August 31);
- Transplanting regionally rare vegetation into the buffer; and
- Wetland compensation may be required in consultation with the KRCA.

The natural heritage feasibility report has been prepared outlining the current site plan, and includes excerpts from the 2017 EIS. Further, investigations are commended to verify the natural features identified in 2016/2017 to ensure their presence or absence. Compliance with relevant policies will require consultation, and discussions and review by agencies as the development application is processed, including a final EIS.

7.6 Property Development Feasibility Study

The Proposed Development is intended to be serviced a state-of-the-art private communal sanitary treatment system, eliminating any need for additional municipal sewage treatment capacity, and utilizing greywater re-use technologies to further reduce demand on municipal water services. This will make much more efficient use of the Region's water and wastewater systems, preserving the limited remaining capacity for other new residential and employment related development in the community.

The site presents several challenges, including capacity constraints at the existing wastewater treatment plant (Nonquon WWTP) to accommodate the additional flows from the proposed development and the absence of municipal sewers which necessitate the need for an easily maintainable system to prevent the addition of phosphorus and nitrogen entering the environment/lake Scugog through wastewater effluent. However, the Durham Region Official Plan, Map A3 designates this site specifically as "Areas that may be developable on municipal water and private waste disposal systems" and thus allows for a private wastewater treatment system.

WSP prepared a Property Development Feasibility Study focused on the feasibility of the proposed wastewater recycling system for the Proposed Development. This feasibility report focuses on evaluating the proposed wastewater recycling system. It encompasses an overview of the background and benefits of wastewater recycling, highlighting global applications through examples from different locations. The report delves into the specifics of the proposed system, including expected flow rates, raw water quality assessment, proposed design considerations, and potential reuse options. While providing a concise analysis, the study aims to assess the viability of implementing the proposed system within the given context.

With a current design of 582 units (with a potential for up to 600 units) and based on experience with various projects in the Province -- assuming a person equivalent of 2.2 per unit and a flow rate of 219 L/PE/D -- the estimated wastewater flow for the development would be 280,408 L/day. The proposed system for the Proposed Development closely resembles the one currently used in the "Solaire" development's waste water treatment facility that is located in Manhattan that has been successfully operating for over 20 years. The Solaire system utilizes

submerged membrane technology for biological nitrogen removal followed by ultraviolet light disinfection.

The proposed system could consist of three trains. Initially, each train would operate at 50% capacity. As development progresses and more people move in, a third train can be added. This would allow two trains to operate at full capacity (100%), while the third would serve for maintenance and redundancy purposes. There are several methods available for managing sludge, including hauling it to larger treatment facilities, conditioning and removal for land application, or incineration. The location of the facility will be chosen based on minimizing the need for sewage pumping and locating it at the lowest feasible point to facilitate gravity collection. The proposed system can be designed to fit into various locations, whether on the ground floor or within a dedicated building, potentially serving as an educational center for school tours and similar initiatives.

The reuse of recycled water is a widespread practice observed in many countries, including Canada, USA and Australia, where various successful processes have been implemented to treat wastewater to the required level for beneficial use. The largest recycle wastewater utility

in North America is located in Phoenix, Arizona and is Canadian developed and owned system. The analysis conducted on the proposed wastewater reusing system, alongside the review of successful precedents in wastewater reclamation projects, suggests a promising outlook for the implementation of the proposed system. Given the careful consideration given to aspects such as process design, raw water quality, required treatment levels, potential reuse, and optimal discharge options, there appears to be potential for the system to effectively treat wastewater and reclaim it for beneficial use. Consequently, it is suggested to consider proceeding with the development of the proposed system, as it presents a potential sustainable solution to the water resource management needs within the development area.

8. Implementation

8.1 Implementation Through MZO and Schedule

The proposed MZO and associated schedule have been structured based on the baseline zoning framework established in the Township's Zoning By-law in order to implement the Proposed Development concept and layout. Modeled around existing zones within the Zoning By-law, the order will establish and the schedule will delineate the following two zones or sub-zones on the Subject Site:

- **Zone 1:** the northern portion of the Subject Site, where single-detached and townhouse dwellings will be permitted. This zone will be modelled on the RM3 zone from the Township's ZBL, which permits these uses but does not permit apartment dwellings.

- **Zone 2:** the southern portion of the Site, where mixed-use development with residential apartments and local-scale ground floor commercial uses will be permitted. This zone will also be modelled on the RM4 zone, but will include additional permission for local-scale commercial uses. While we acknowledge that some of the Commercial Zones within the ZBL permitted residential uses in mixed-use buildings, we suggest that the RM4 zone be utilized as the model here, in order to reinforce the primacy of the residential use, and ancillary nature of the commercial uses.

In addition to these development zones, Environmental Protection zoning will be applied to the wetlands, naturalized buffers and shoreline areas, one determined through an updated Environmental Impact Study. The Study is currently underway and needs to reflect staking and seasonal field work that is currently being completed.

8.2 Implementation Through Subsequent Planning and Regulatory Approvals

The implementing MZO will establish a new site-specific zoning framework tailored to the Proposed Development, creating two development sub-zones, and establishing site-specific regulations that will permit a maximum density of 600 residential units and addresses other matters such as height, setbacks and permitted uses.

As reviewed in Section 3.0 of this Report, the requested MZO for the Proposed Development does not include any "Enhanced Authorities", which would have the effect of exempting other normally required Planning Act approvals. The requested MZO is just the first planning approval step to establish the principal of land use for the Subject Site. The Proposed Development will be subject to a range of subsequent planning and other application requirements, which will remain in control by the Township for their approval.

To start, it is anticipated that the existing Draft Approved Plan of Subdivision (S-S-2004-1) will need to be amended to reflect the updated development block boundaries, permitted densities and new approval conditions. Whereas the existing Draft Plan is modeled on a low density estate residential subdivision, the updated

Plan will be in Block Plan format, creating different development, parkland and natural heritage/open space blocks to support future development.

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A Site Plan Approval (“SPA”) application will also be subsequently required to establish particular details regarding site layout and design. This application will require additional, more detailed technical studies and other plans and drawings, addressing matters such as transportation, stormwater management, water and sanitary servicing, hydrogeological conditions, grading, landscaping and building design. The technical studies completed as part of this MZO application, as summarized in Section 7.0 of this Report, are intended to determine preliminary feasibility of transportation, servicing, stormwater management and natural heritage conditions, with more detailed analysis to be undertaken as part of the future SPA application. Again, these detailed and final approvals will remain in control of and issued by the Township.

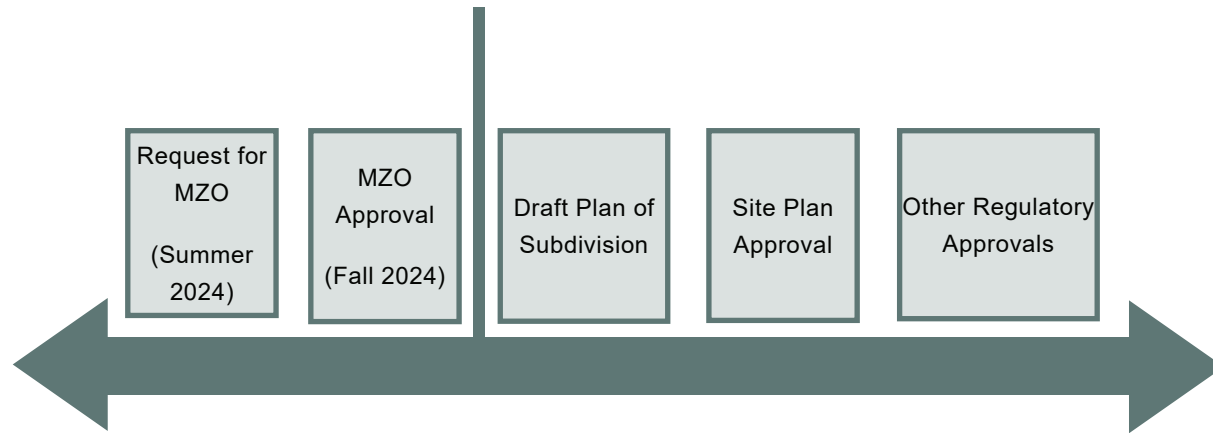
The final Planning application that may be required is a Draft Plan of Condominium application to create one or more condominium corporations and establish the configuration of common and private

elements. At this point, the tenure of the Proposed Development has not yet been determined, so the need for a Draft Plan of Condominium application will be determined in the future.

In addition to the above planning applications, other non-planning approvals that will be required include:

- A Trent-Severn Waterway Work Permit for any work that occurs within Lake Scugog.
- A permit from the Kawartha Region Conservation Authority for any development or site alteration as the entire Subject Site is located within the Regulated Area.
- Approval from the Ministry of the Environment Conservation and Parks for the proposed communal sanitary treatment system.
- Environmental Assessment approval for the extension of watermains to the Subject Site, as well as any other improvements to the District’s municipal water system.
- Building Permits issued by the Township for the construction of specific buildings and structures.

Minister's Zoning Order (MZO) Process Finalized in 2024 (estimated)



Traditional Planning Application Process 2 to 3-Year Typical Time Frame

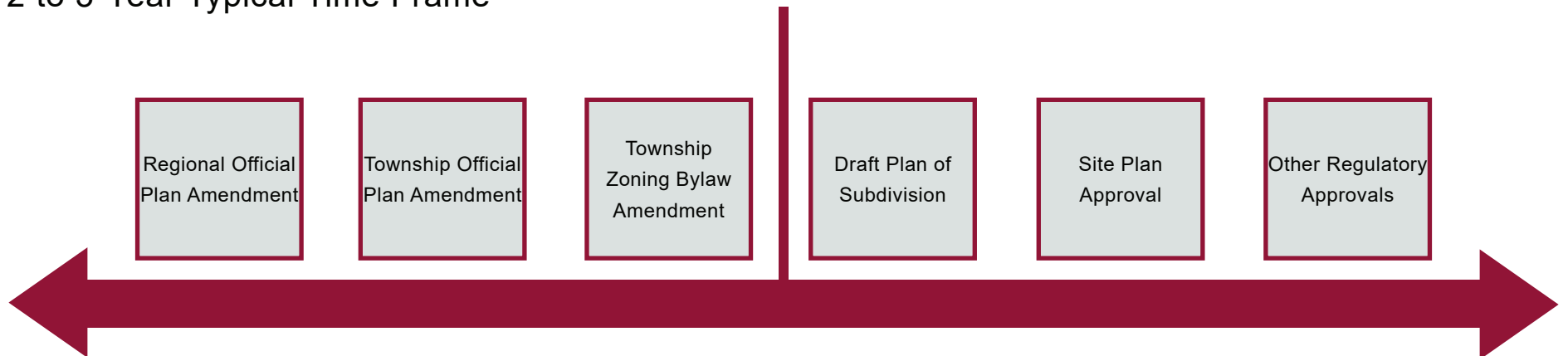


Figure 31: Implementation timeline

9. Consultation and Engagement Overview

MZO Briefing v.1

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The Proposed Development has been the subject of a robust voluntary consultation and engagement process undertaken by the Owner involving their project team and consultants. There has been extensive consultation and engagement with Township Council, Township, Region and Agency staff and a wide variety of community stakeholders and residents. A dedicated Consultation and Engagement Report is being prepared under separate cover and will be included with the submission to the Township and the Ministry of Municipal Affairs in support of the request for the MZO. This section provides a summary of the consultation and engagement process to date.

The Owner has been committed to undertaking this voluntary consultation and engagement process at a level which exceeds what has been outlined by the Township as part of the resolution passed by Council on December 10, 2023, what is anticipated by the Ministry of Municipal Affairs and Housing under the recently released “Zoning Order Framework” as well as even beyond what is normally legislated by the Planning Act for regular Planning Act Applications such as Official Plan and Zoning By-law Amendments.

The December 10, 2023 resolution passed by Township Council required:

“THAT on or before February 9, 2024, a Public Open House shall be held wherein Avenu Properties Corp. shall present its development proposal and the use of section 34.1 of the Planning Act to advance the proposed development;

THAT Avenu Properties Corp. be asked to engage the Ministry of Municipal Affairs and Housing at the earliest opportunity after December 4, 2023, to seek the Ministry’s position regarding the use of the process under section 34.1 of the Planning Act in relation to the lands proposed to be developed by Avenu Properties Corp.:

THAT staff work in collaboration with Avenu Properties Corp., during the discussions with the Ministry of Municipal Affairs and Housing regarding the process under section 34.1 of the Planning Act;”

In response to the above, a Public Open House has already been held as detailed below and the Minister of Municipal Affairs has been consulted. More formal consultation will occur with the Minister and his office in the coming weeks as the submission is made.

The Public Open House was held more

recently on May 7th at the Scugog Memorial Public Library from 6 to 8 pm because the Owner decided to engage in more extensive consultation, as also noted below, before and leading up the Public Open House, which was culmination of the extensive program of consultation and engagement that took place between January 2024 and May 7, 2024. Between this Public Open House and other open houses held with representatives of the Canterbury Common and Castle Harbour neighbourhoods, close to 200 people attended these meetings where presentations were made and question and answer periods took place.

In total, between January 2024 and May 7, 2024, a total of 25 individual meetings were initiated by the Owner, which included both in person meetings and virtual meetings. An additional 60 one-on-one conversations were conducted by the Owner. In support of the Proposed Development and the consultation and engagement process, the Owner conducted an extensive print advertising campaign that reached over 9,000 individual households and 40 business through the local newspaper and the Focus on Scugog Magazine. The survey reached a total of more than 600 individuals and over 80 responses were provided.

In our experience, this consultation and engagement process is far more extensive than was required by Township Council through their resolution and even more extensive than what the Minister requires or expects under the Zoning Order framework which simply requires the describe the consultation with the public and Indigenous communities. The public consultation was extensive as described and consultation took place with the public as well as meetings with the Mississaugas of Scugog Island First Nation and the related Minogi Corporation.

Under the normal Planning Act or municipal requirements for an Official Plan Amendment and/or Zoning By-law Amendment, there might be a requirement for one informal community information meeting plus another statutory Public Meeting. Again, the extensive voluntary consultation and engagement process undertaken by the Owner to date far exceeds what would have occurred if the Proposed Development proceeded by way of regular Planning Act applications.

The Owner is also committed to continuing this process as the Proposed Development advances, even entering into local partnerships with community groups for programs like PACE. In addition, any downstream approvals for implementation will also be subject to legislative requirements and local protocols around public meetings and consultation.

10. Conclusion

MZO Briefing v.1

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As detailed throughout this Report, the requested MZO advances a number of key Provincial, Regional and Local planning objectives including the provision of urgently needed housing within the Township and Region, delivering a greater range of medium-density housing opportunities, and securing attainable housing and supportive seniors housing, allowing more people to remain within their communities of choice and making the Port Perry community more attractive to new residents, including young professionals who can support the local economy.

Another core planning objective is to make more efficient use of land and existing municipal and other public services. This is enforced through mandatory requirements for intensification and minimum densities for new greenfield development. As a result of these requirements, the Township of Scugog must plan for more compact and efficient forms of development and growth, particularly with the Community of Port Perry, it's primary urban area.

The existing Draft Approval Plan of Subdivision reflects a now out-dated model of planning and development, providing for just 20 single-detached homes on large estate lots, serviced by individual septic systems and amounting

to a gross density of just 0.80 units per hectare across the 25-hectare Subject Site. Responding to current planning objectives and contemporary best practices, the Proposed Development completely re-visions the existing Draft Approved Plan of Subdivision, proposing instead to accommodate 600 residential units in a mix of low, and medium-density housing types supplemented by up to 1,000 square metres of locally-scaled commercial uses. The Proposed Development will also include more attainable forms of housing for a wider demographic, including seniors housing, truly offering a full range of housing options.

Whereas the existing Draft Plan would utilize more traditional individual septic systems, the Proposed Development will instead incorporate a state-of-the-art private communal sanitary treatment system, eliminating any need for additional municipal sewage treatment capacity, and utilizing greywater re-use technologies to further reduce demand on municipal water services. This will make much more efficient use of the Region's water and wastewater systems, preserving the limited remaining capacity for other new residential and employment related development in the community.

The Proposed Development will also be designed to preserve and leverage opportunities to enhance the natural heritage system on and adjacent to the Subject Site by incorporating appropriate buffering to sensitive features, mitigating potential impacts through low-impact development techniques and other sustainability features, and incorporating opportunities for interpretation and education. This will be supplemented by an expansive open space and active transportation network, including an extension to the Township's public trail network along the Site's extensive Lake Scugog shoreline.

Overall, the Proposed Development has been conceptualized as a model sustainable community and will serve as an illustration and precedent of how outdated planning approaches can be modernized, leveraging state-of-the-art technology and responding to emerging planning principles and best practices to implement good planning and thoughtful urban design on a large scale.

The requested MZO will assist the Owner in securing key project partnerships and funding necessary for project implementation by consolidating and expediting the planning application process

into a more streamlined fashion, ensuring that the numerous positive attributes provided by the Proposed Development are delivered in a timely manner and providing assurance to the proponent that it can move forward with more detailed and costly technical studies and analysis in order to move forward with an investment to produce much needed housing.

This will eventually allow the Owner to move forward with Site Plan Approval and Draft Plan of Subdivision applications, in control of and subject to local approvals. These and other planning and regulatory approvals will still be required from the Province, Region, Township and KRCA prior to permitting development to proceed, thereby ensuring that all technical requirements and planning considerations are satisfactorily addressed to the satisfaction of all applicable review agencies.

The Proposed Development addresses the broader goals and objectives of the Regional and Local Official Plans, along with the matters of Provincial interest that are crucial in developing complete communities and supporting the Province's overall success:

- **Provincial Policy Statement** - the PPS is broadly supportive of urban intensification promoting a full range of housing opportunities. The Proposed Development will efficiently utilize available servicing infrastructure, alleviate servicing constraints through using a communal sewage system, and will create and sustain a 'complete community' accommodating a range of housing options within an Urban Area.
- **Growth Plan for the Greater Golden Horseshoe** - the Growth Plan establishes a growth management framework for distributing projected population and employment growth throughout the Greater Golden Horseshoe. The Proposed Development is located within a Settlement Area, and will assist the Township in achieving its minimum greenfield density target of 50 residents and jobs combined per hectare, and also assist the Township and the Region in achieving their significant population projections.
- **Durham Regional Official Plan** - the Proposed Development provides a compact urban built form within an 'Urban Area' and 'Living Area' where forecast residential growth is planned to be accommodated. The Regional Official Plan specifically permits development on private sewage and municipal water systems on the Subject Site without a Regional Official Plan Amendment. It is our opinion the Proposed Development conforms to the relevant policies of the Regional Official Plan, and will directly implement a number of key Regional planning policies and objectives. The requested MZO will consolidate required planning applications, providing for a significantly consolidated and streamlined application process.

- **Township of Scugog Official Plan - Port Perry** is the Township's only Urban Area, where a full-range of housing options within the 'Residential' designation are permitted to meet current and projected housing needs. The Proposed Development responds to a demonstrated need for both more attainable and seniors' housing within the Township, along with a proven need to shift towards a more diverse range of more compact and affordable housing forms. The Proposed Development provides locally-scaled commercial uses geared towards meeting the day-to-day needs of local residents and compliments seniors' housing that will be implemented through the MZO streamlining the overall application process.

The MZO is an appropriate tool for implementation of the Proposed Development for a site-specific regulatory framework to be established for the Subject Site, carefully tailored around the specifics of development, avoiding need for separate applications for a Regional Official Plan Amendment, Township Official Plan Amendment and Township Zoning By-law Amendment. All approvals will be merged into one consolidated planning process,

which will streamline application timing and allow the Proposed Development to move forward much quicker.

The Proposed Development directly responds to more urgent and growing policy matters regarding housing affordability, seniors' housing and housing options in the Region and Township; matters which should not be delayed by time-consuming administrative processes. The MZO will expedite the delivery of these housing and other priorities, and advance the focus towards the implementation, more detailed technical study and necessary permitting through relevant approval authorities.

The Proposed Development is consistent with the Provincial Policy Statement, conforms with the Growth Plan for the Greater Golden Horseshoe, directly addresses numerous Provincial, Regional and local planning policies and objectives, and represents good planning and provides good, thoughtful urban design.

Photo Credit: Jonathan Van Bilzen

MZO Planning, Inc.

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5.2 MZO Draft Order

Planning Act Loi sur l'aménagement du territoire

ONTARIO REGULATION **XX/XX** (DRAFT)

ZONING ORDER - TOWNSHIP OF SCUGOG, REGIONAL MUNICIPALITY OF DURHAM

Last amendment: **XX/XX**.

This Regulation is made in English only.

Definitions

1. In this Order,

“zoning by-law” means Zoning By-Law No. 14-14 of the Township of Scugog.

Application

2. (1) This Order applies to the lands in the Township of Scugog in the Regional Municipality of Durham, in the Province of Ontario, being lands identified on a map numbered **XXX** and filed at the Toronto office of the Ministry of Municipal Affairs and Housing located at 777 Bay Street.
(2) Despite any severance, partition or division of the lands identified on the map referred to in subsection (1), the provisions of this Order shall apply as if no severance, partition or division occurred.

Density

3. (1) This section applies collectively to the lands located in the areas shown as Zone 1 and Zone 2 on the map described in subsection 2 (1).
(2) A maximum of 600 residential units serviced by private or communal wastewater treatment system(s) is permitted.

Zone 1

4. (1) This section applies to the lands located in the area shown as Zone 1 on the map described in subsection 2 (1).
(2) Every use of land and every erection, location or use of any building or structure is prohibited on the lands described in subsection (1), except for the following:
 1. A dwelling, single detached as defined in part 3 of the zoning by-law.
 2. A dwelling, semi-detached as defined in part 3 of the zoning by-law.
 3. A dwelling, townhouse as defined in part 3 of the zoning by-law.
 4. A dwelling, linked as defined in part 3 of the Zoning By-law.
 5. A dwelling, duplex horizontal as defined in part 3 of the zoning by-law.
 6. A dwelling, row as defined in part 3 of the zoning by-law.
 7. A dwelling, fourplex as defined in part 3 of the zoning by-law.
 8. a home occupation, as defined in part 3 of the zoning by-law.
 9. Accessory uses, buildings or structures, including:
 - i. An open space use as defined in part 3 of the zoning by-law.
 - ii. A parking area as defined in part 3 of the zoning bylaw.
(3) The following requirements apply to the uses, buildings and structures permitted under subsection (2):
 1. The maximum building height is 3 storeys and 12 metres.
 2. There is no minimum lot area.
 3. There is no minimum lot frontage.
 4. The minimum yard setbacks for all buildings and structures are set out below,
 - i. The minimum required front yard is 6 metres.
 - ii. There is no minimum required rear yard.
 - iii. The minimum required interior side yard is 1.2 metres on one side, 0.6m on the other side.

iv. The minimum required exterior side yard is 6 metres.

(4) The zoning requirements set out in part 9 of the zoning by-law shall not apply to the uses, buildings and structures permitted under subsection (2).

Zone 2

5. (1) This section applies to the lands located in the area shown as Zone 2 on the map described in subsection 2 (1).

(2) Every use of land and every erection, location or use of any building or structure is prohibited on the lands described in subsection (1), except for the following:

1. A dwelling, townhouse as defined in part 3 of the zoning by-law.
 2. A dwelling, row as defined in part 3 of the zoning by-law.
 3. A dwelling, fourplex as defined in part 3 of the zoning by-law.
 4. A dwelling, apartment as defined in part 3 of the zoning by-law.
 5. A dwelling, multiple as defined in part 3 of the zoning by-law.
 6. A retirement home as defined in part 3 of the zoning by-law.
 7. A special needs facility as defined in part 3 of the zoning by-law.
 8. a home occupation, as defined in part 3 of the zoning by-law.
 9. Non-residential uses located on the ground floor of a building, as defined in part 3 of the zoning by-law, including:
 - i. Art gallery
 - ii. Bakery
 - iii. Bar
 - iv. Convenience store
 - v. Day care centre
 - vi. Fitness centre
 - vii. Grocery store
 - viii. Medical Clinic
 - ix. Office, business, professional or administrative
 - x. Operations of a non-profit or charitable institution
 - xi. Place of entertainment
 - xii. Restaurant
 - xiii. Retail Store
 - xiv. Service shop, personal
 - xv. Wellness centre, including where operated by a non-profit or charitable institution
 10. Accessory uses, buildings or structures, including:
 - i. An open space use as defined in part 3 of the zoning by-law.
 - ii. A parking area as defined in part 3 of the zoning bylaw.
- (3) The following requirements apply to the uses, buildings and structures permitted under subsection (2):
1. The maximum building height is 5 storeys and 20 metres, excluding any required mechanical penthouse or equipment.
 2. Notwithstanding subsection (3)1. above, the ground floor of a building will be excluded from the calculation of building height if it does not include any residential units.
 3. There is no minimum lot area.
 4. There is no minimum lot frontage.
 5. The minimum yard setbacks for all buildings and structures are set out below,
 - i. There is no minimum required front yard..

- ii. There is no minimum required rear yard.
- iii. There is no minimum required interior side yard.
- iv. There is no minimum required exterior side yard.
- v. The minimum required separation between two buildings on the lands is 10 metres.

(4) The zoning requirements set out part 9 of the zoning by-law shall not apply to the uses, buildings and structures permitted under subsection (2).

Environmental Protection/Open Space

- 6. (1) This section applies to the lands located in the area shown as EP/OS on the map described in subsection 2 (1).
- (2) Every use of land and every erection, location or use of any building or structure is prohibited on the lands described in subsection (1), except for the following:
 - 1. Flood/erosion/siltation/stormwater management control structures and measures.
 - 2. Conservation use as defined in part 3 of the zoning by-law.
 - 3. Recreation uses and associated infrastructure.

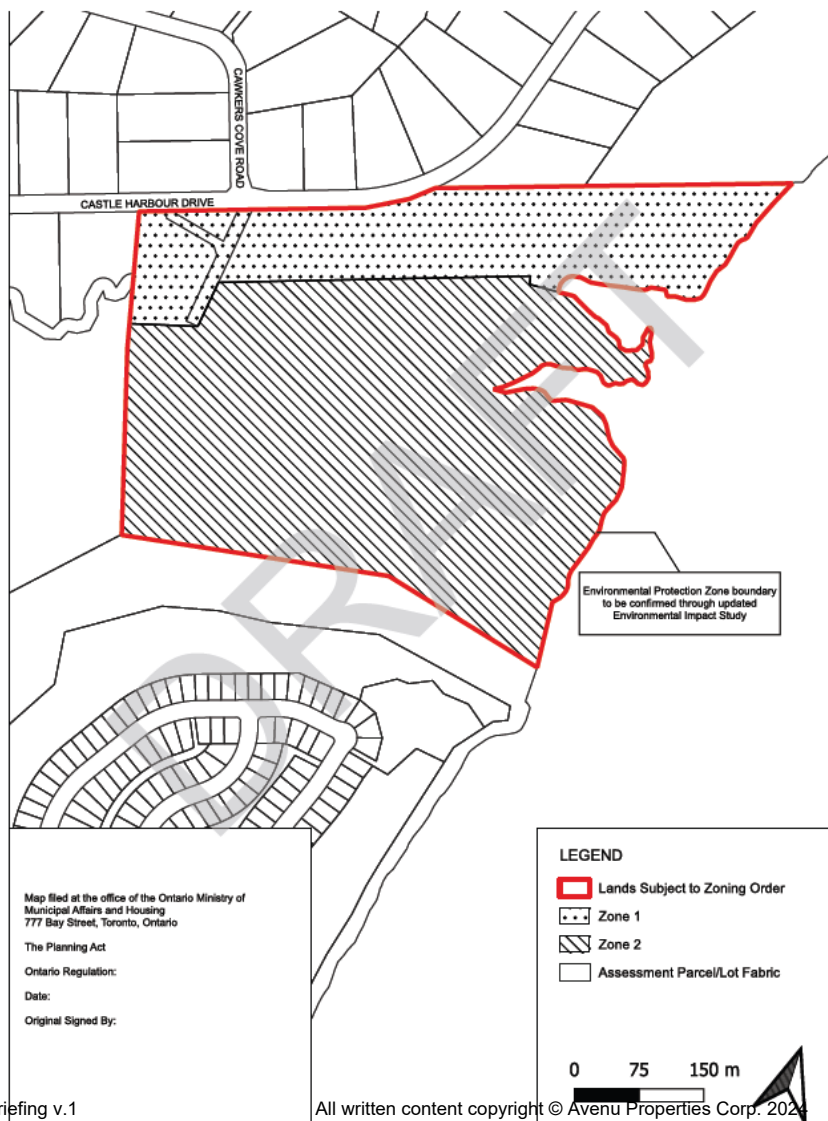
Terms of Use

- 7. (1) Every use of land and every erection, location and use of buildings or structures shall be in accordance with this Order.
- (2) Nothing in this Order prevents the use of any land, building or structure for any use prohibited by this Order if the land, building or structure is lawfully so used on the day this Order comes into force.
- (3) Nothing in this Order prevents the reconstruction of any building or structure that is damaged or destroyed by causes beyond the control of the owner if the dimensions of the original building or structure are not increased and its original use is not altered.
- (4) Nothing in this Order prevents the strengthening or restoration to a safe condition of any building or structure.

Deemed by-law

- 8. This Order is deemed for all purposes, except the purposes of section 24 of the Act, to be and to always have been a by-law passed by the council of the Township of Scugog.
- 9. OMITTED (PROVIDES FOR AMENDMENTS TO THIS REGULATION).
- 10. OMITTED (PROVIDES FOR COMING INTO FORCE OF PROVISIONS OF THIS REGULATION).

Part Lots 19 & 20, Concession 7



Part 6

Technical Feasibility Reports



6.1 Traffic Report



March 7th, 2024

Reference Number: 24319

Jim Meng

Project Manager
16941 Simcoe St Developments Inc.
251 Consumers Road, Suite 1100
Toronto, Ontario
M2J 4R35T 2E8

Dear Mr. Meng,

**RE: Transportation Memorandum
Proposed Residential Development
16941 Simcoe Street, Township of Scugog**

LEA Consulting Ltd. (LEA) has been retained by 16941 Simcoe St Development Inc. to conduct a Transportation Memorandum for the proposed residential development located at 16941 Simcoe Street in the Township of Scugog (herein referred to as the “subject site”). The subject site is located south of Scugog Line 8/Castle Harbour Drive and east of Simcoe Street as shown in **Figure 1**.

Figure 1: Subject Site



Source: Google Earth, Accessed March 2024



The following memorandum will review the existing transportation infrastructure in the surrounding area, including the road, transit, and active transportation networks. This memorandum will also include trip generation calculations based on the provided preliminary site statistics, as well as an intersection capacity analysis using Synchro 11.0 software.

1 PROPOSED DEVELOPMENT

The subject site, which is currently open space, will see the addition of a proposed residential development consisting of 582 residential units and commercial retail space. Access to the proposed development will be provided via two site accesses off Simcoe Street and Castle Harbour Drive.

Preliminary site statistics for the proposed development are shown in **Table 1** while the proposed ground floor plan is illustrated in **Figure 2**.

Table 1: Site Statistics

Use	Unit Count/ GFA	
	Proposed	Unit Mix
Single Detached Dwellings	26 units	5%
Street Townhouses	36 units	6%
Residential Building	520 units	89%
Residential Total	582 units	100%

Figure 2: Preliminary Site Plan



Source: 16941 Simcoe St Developments Inc., January 2024



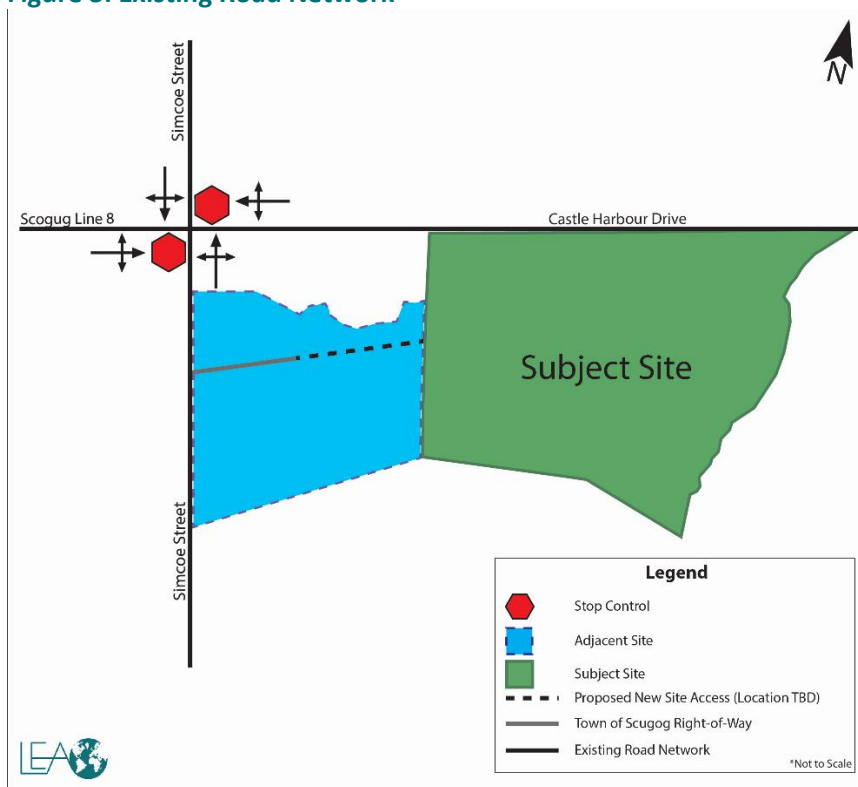
2 EXISTING TRAFFIC CONDITIONS

This section provides an overview of the existing transportation conditions within the study area, including the road, transit, cycling, and pedestrian networks. The study area was determined by assessing the size of the proposed development and its anticipated impact on the existing road network.

2.1 ROAD NETWORK

The existing intersection controls and lane configurations for the study area roads are shown in **Figure 3**.

Figure 3: Existing Road Network



The following is a description and classification of the nearby roadways facilitating access to the subject site, all under the Township of Scugog and Durham Region jurisdictions:

Castle Harbour Drive is an east-west local road that operates with a two (2) lane cross section (one lane per direction) and has a posted speed limit of 50 km/h. The roadway extends from Simcoe Street to Cawkers Cove Road within the Township of Scugog.

Scogug Line 8 is an east-west local road that operates with a two (2) lane cross section (one lane per direction) and has a posted speed limit of 50km/h with the study area. The roadway extends from Simcoe Street in the Township of Scugog to Reach Street in the Township of Uxbridge

Simcoe Street is a north-south Type 'B' arterial that operates with a two (2) lane cross-section (one lane per direction) and has a posted speed limit of 60 km/h. The roadway extends from Portage Road in Kawartha Lakes towards Oshawa Harbour in the City of Oshawa.



2.2 TRANSIT NETWORK

The subject site is located in an area which has limited access to the existing public transit network operated by Durham Region Transit (DRT). The nearest bus route is located approximately 1.5 km (about a 20-minute walk) south of the subject site at the intersection of Reach Street & Simcoe Street. The available bus service at this intersection is capable of providing future residents access to the wider DRT transit network with transit connections at Whitby Station and Oshawa Station.

Transit route servicing the subject site are illustrated in **Figure 4**.

Figure 4: Existing Transit Network



Source: Durham Region Transit, February 19, 2024

DRT Bus Route 905c is a bus route that operates in a north-south direction between the intersection of Railway Street & Abert Street in the Town of Uxbridge and Whitby Station in the Town of Whitby. The route operates regular all day, everyday service with one (1) or better headways during weekday peak periods.

Access Location: The bus route is accessible at the intersection of Reach Street & Simcoe Street within 1.5km (a 20-minute walking distance) from the subject site.



2.3 ACTIVE TRANSPORTATION NETWORK

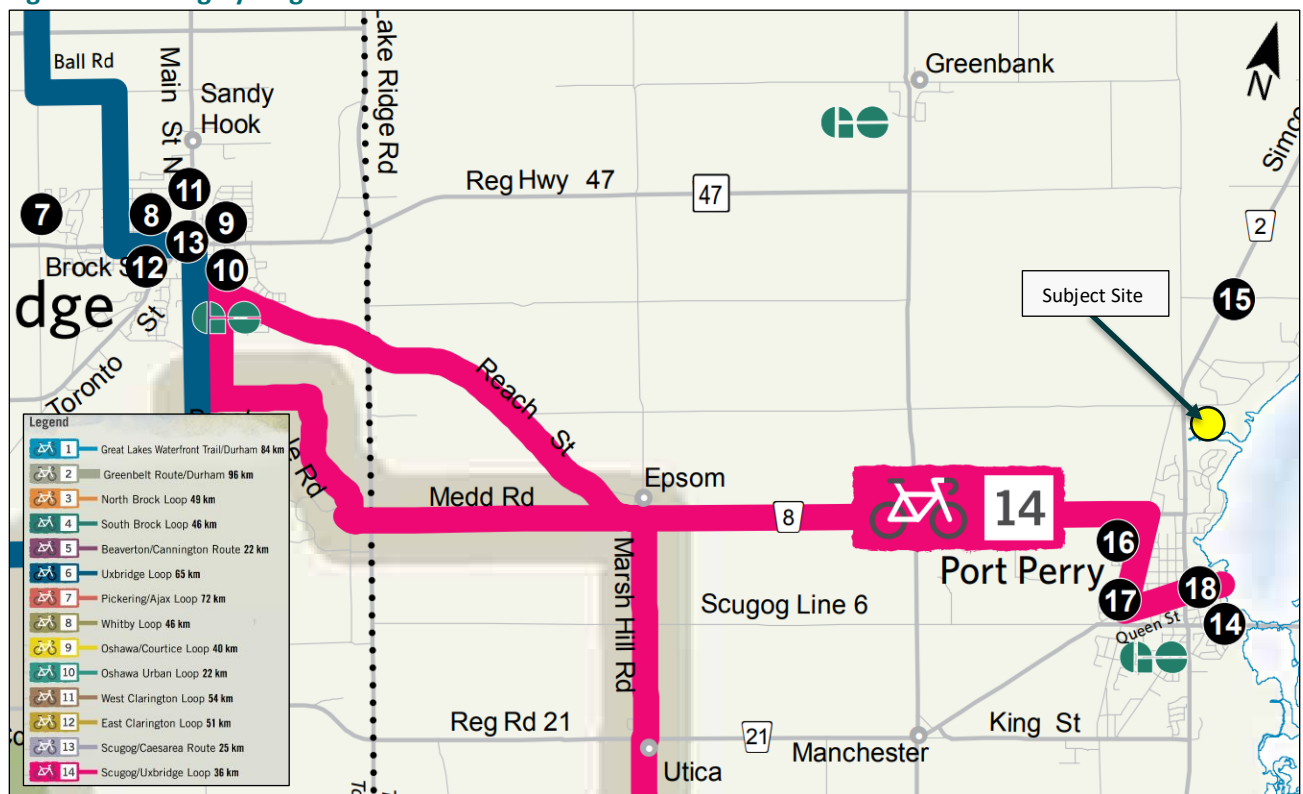
The following sections provide a description of the cycling and pedestrian networks servicing the study area.

2.3.1 Cycling Network

Access to the subject site can be accomplished via cycling, albeit minimal. When entered into the BikeScore™ tool, which determines how accessible and viable biking is for the location, the site received a 27/100 which indicates that minimal cycling infrastructure is available.

As shown in **Figure 5**, the site is situated 1.5km (a 20-minute walk) north of the Scugog/Uxbridge Loop trail system which is a 36km loop that can provide access to the Town of Port Perry and the Town of Uxbridge. The trail extends both in a north-south and east-west direction and connects to GO Bus service along Toronto Street in the Town of Uxbridge.

Figure 5: Existing Cycling Network



Source: Durham Cycle Tours Map, April 2017

Although not shown in **Figure 5** but included in **Figure 6** below, an existing recreational trail is located south of the site within a 10-minute walking distance.

2.3.1.1 Future Cycling Network

Although cycling infrastructure is minimal near the subject site, the Durham Regional Cycling Plan has outlined proposed changes to Simcoe Street which will improve cycling for future site users. As shown in **Figure 6**,



Durham Region is proposing a buffered paved shoulder that will connect to the existing trail network just south of the subject site as well as a proposed buffered paved shoulder along Reach Street, and a proposed cycling lane along Old Simcoe Road.

Figure 6: Primary Cycling Network



Source: Durham Regional Cycling Plan, 2021

2.3.2 Pedestrian Network

The pedestrian network within the study area is non-existent. When entered into the WalkScore™ tool, which measures a location’s pedestrian friendliness and proximity to local amenities, the subject site scored a 10/100, indicating that the area is car dependent. However, there are plans to improve the walkability of the surrounding area as noted in the Township of Scugog Active Transportation and Transportation Master Plan. The Plan proposes sidewalks along the east side of Simcoe Street from Scugog Line 8/Castle Harbour Drive towards Reach Street which will integrate with the existing sidewalk network within the Township of Port Perry.

The proposed sidewalk network along Simcoe Street is shown in **Figure 7**.



Figure 7: Proposed Pedestrian Network – Town of Scugog



Source: Township of Scugog Active Transportation and Transportation Master Plan, June 2021

2.4 TRAFFIC DATA COLLECTION

Turning moving counts (TMCs) were used as the underlying source of traffic data for the intersection capacity analysis. TMC data was collected by LEA on February 8, 2024 during the weekday AM and PM peak periods. A summary of the TMC data is provided in **Table 2**, with raw traffic data provided in **Exhibit A**. Signal timing plans were obtained from the Region of Durham and are also provided in **Exhibit A**.

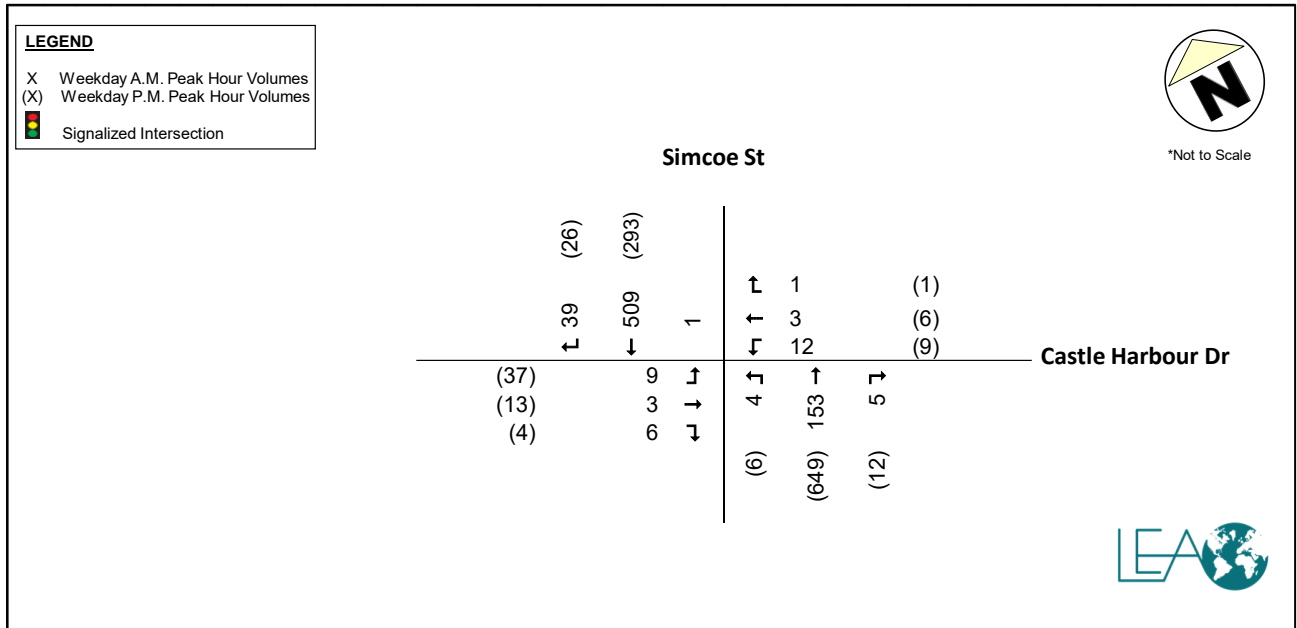
Table 2: Summary of Traffic Data

Intersection	TMC Date	Source
Scogug Line 8/Castle Harbour Drive & Simcoe Street	Thursday, February 8, 2024	LEA



Figure 8 demonstrates the existing traffic in 2024.

Figure 8: Existing Traffic Volumes





3 TRIP GENERATION

The proposed development will consist of 582 residential units. For the trip generation, site statistics were rounded up. Supporting calculations are provided in **Exhibit B**.

Trip generation associated with the proposed development was determined using relevant Land Use Codes (LUC) and the standard methodology provided by the ITE Trip Generation Manual 10th Edition.

3.1 RESIDENTIAL TRIP GENERATION

Trip generation for the proposed development was calculated using the ITE Land Use Code (LUC) 221 for Multifamily Housing (Mid-Rise), 215 for Single Family Housing (Attached), and 210 for Single Family Housing (Detached). The ITE land use included the following settings:

- ▶ Not Close to Rail Transit
- ▶ General Urban/Suburban
- ▶ Weekday Peak Hour of Adjacent Street Traffic (AM/PM)
- ▶ Vehicle Trips

Table 3 below details the vehicle trip generation for the subject site based on the ITE methodology.

Table 3: Subject Site Auto Trip Generation Based on ITE Methodology

Land Use	Units	Description	Weekday AM Peak Hour			Weekday PM Peak Hour		
			In	Out	Total	In	Out	Total
Multifamily Housing Mid-Rise (ITE LUC 221)	520	ITE Auto Distribution	23%	77%	100%	61%	39%	100%
		ITE Trip Rates	0.0851	0.2849	0.37	0.2379	0.1521	0.39
		Auto Trips	44	148	192	124	79	203
Single Family Housing – Attached (ITE LUC 215)	36	ITE Auto Distribution	25%	75%	100%	59%	41%	100%
		ITE Trip Rates	0.12	0.36	0.48	0.3363	0.2337	0.57
		Auto Trips	4	13	17	12	9	21
Single Family Housing – Detached (ITE LUC 210)	26	ITE Auto Distribution	25%	75%	100%	63%	37%	100%
		ITE Trip Rates	0.175	0.525	0.70	0.5922	0.3478	0.94
		Auto Trips	5	13	18	15	9	24
Total Trips			53	174	227	151	97	248

As shown in **Table 3**, the proposed residential development is forecasted to generate 227 two-way auto trips (53 inbound and 174 outbound) during the AM peak hour, and 248 two-way auto trips (151 inbound and 97 outbound) during the PM peak hour based on the ITE Methodology.



3.2

3.2 TRIP DISTRIBUTION AND ASSIGNMENT

The following table highlights the trip distribution and trip assignment assumptions.

Table 4: Trip Assignment Assumptions

From	Inbound	Outbound
North	3%	3%
South	79%	82%
East	0%	0%
West	18%	15%
Total	100%	100%

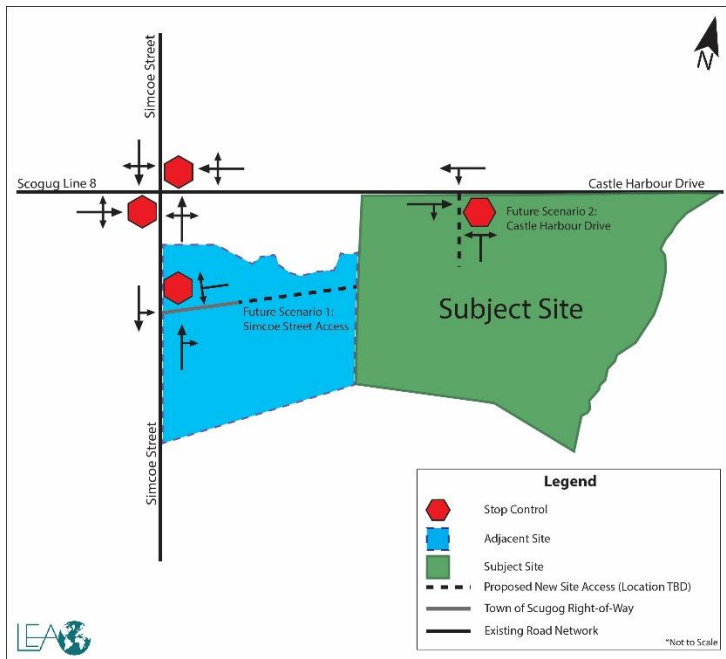
The trip assignment assumes 3% inbound from the north and 3% outbound traffic to the north, 79% inbound from the south and 82% to the south, 0% inbound from the east and 0% outbound to the east, and 18% inbound from the west and 15% outbound to the west.

3.3 FUTURE ACCESS SCENARIOS

Future site access arrangements include two potential scenarios as follows (as shown in **Figure 9**). The traffic analyses for the future scenarios assign all the site generated trips to either one of the accesses to test the traffic impact sensitivity of each scenarios.

- Scenario 1: Simcoe Street Access
- Scenario 2: Castle Harbour Drive

Figure 9: Future Access Scenarios





The traffic analyses for the future scenarios assign all the site generated trips to either one of the accesses to test the traffic impact sensitivity of each scenarios.

3.4 FUTURE BACKGROUND, SITE TRAFFIC AND FUTURE TOTAL TRAFFIC VOLUMES

Future background traffic is illustrated in **Figure 9**; Net site traffic is illustrated in **Figure 10** and **Figure 11**; future total traffic volumes are provided in **Figure 12** and **Figure 13**.

Figure 10 - Future Background Traffic

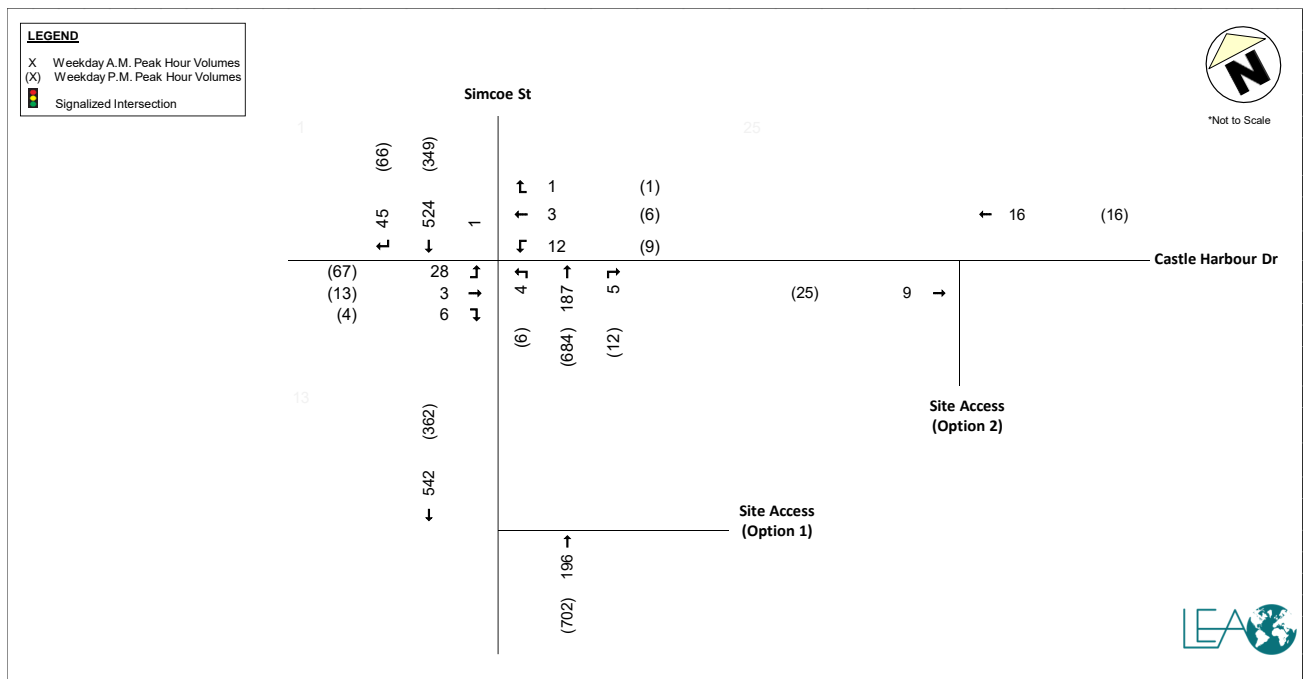




Figure 11: Net Site Traffic (Scenario 1)

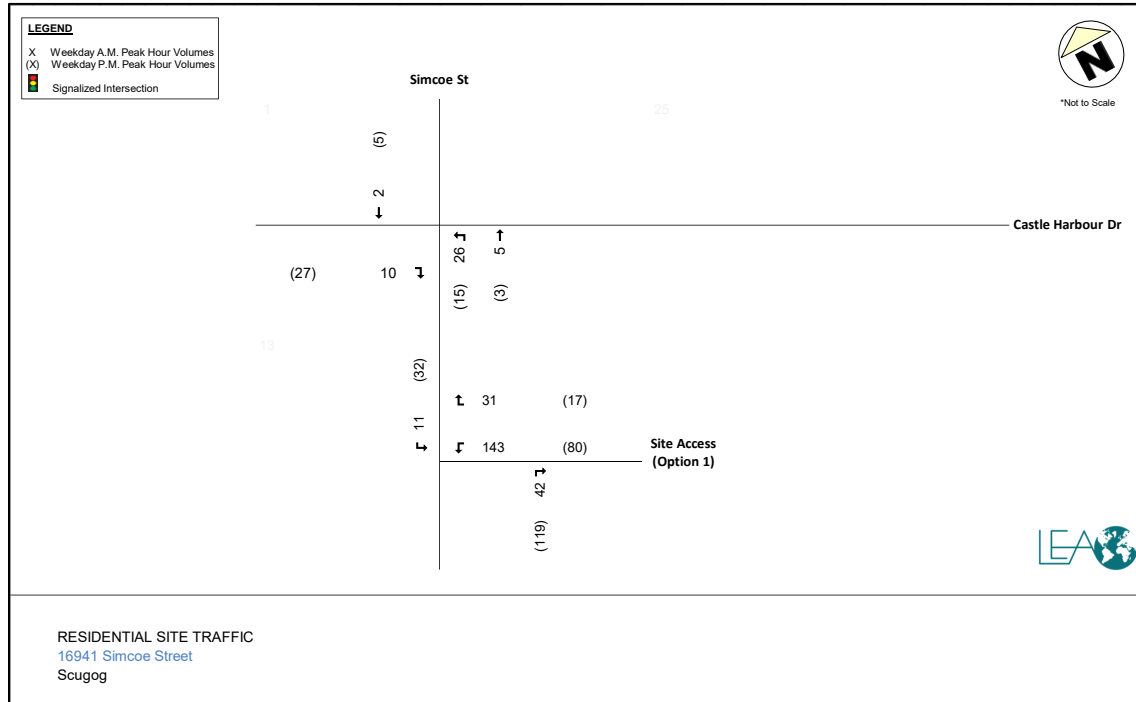


Figure 12: Net Site Traffic (Scenario 2)

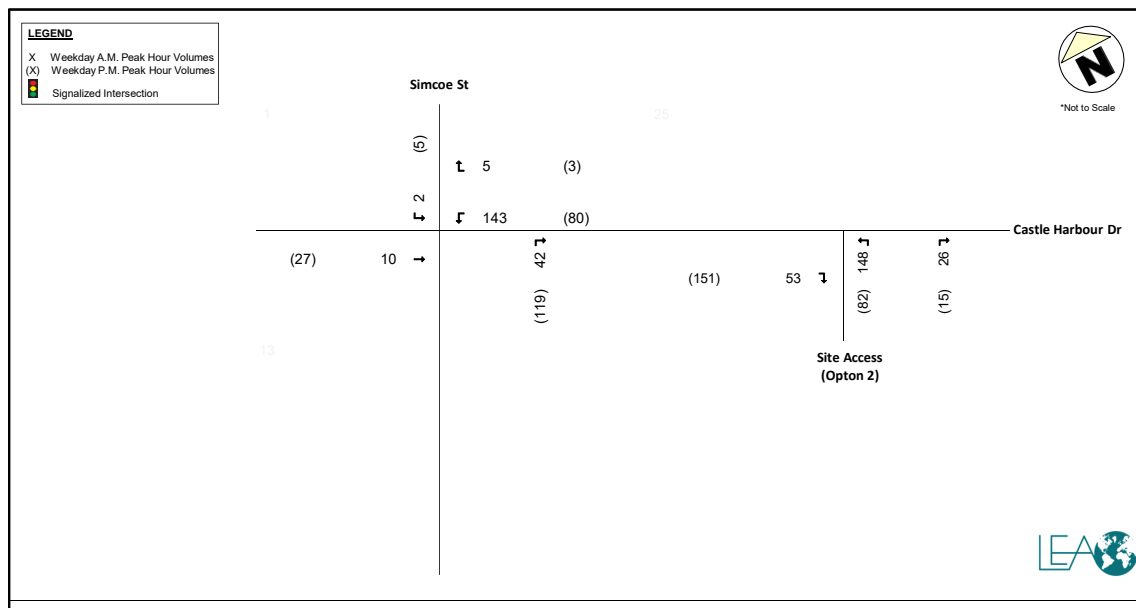




Figure 13: Future Total Traffic (Scenario 1)

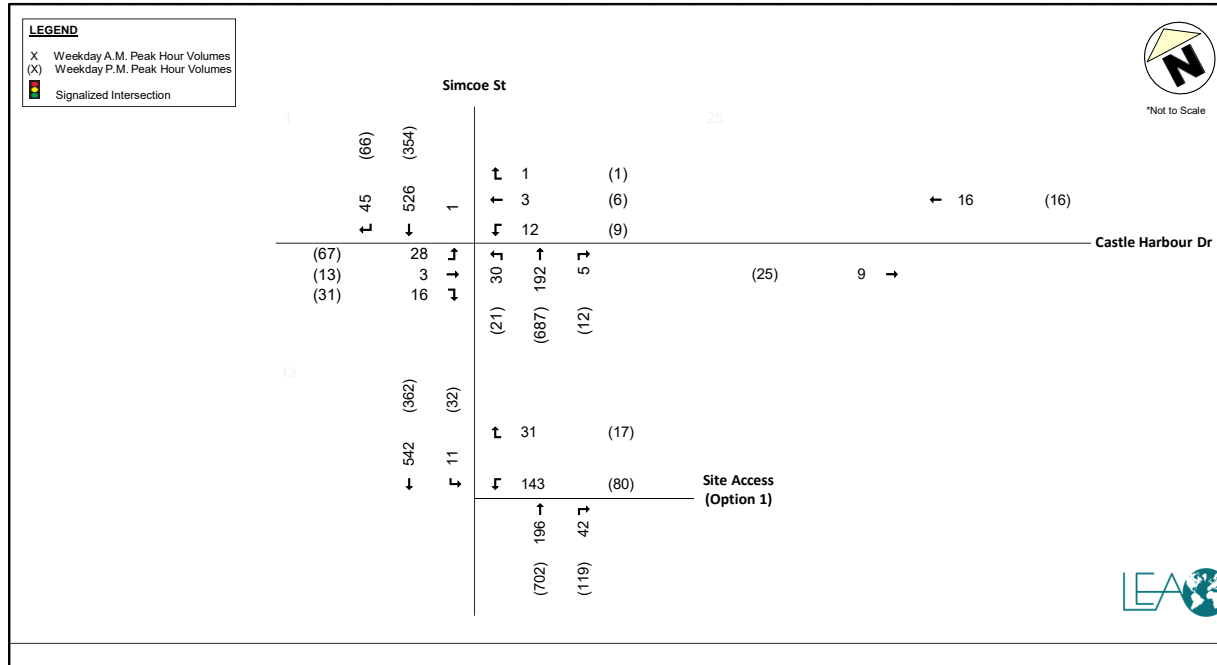
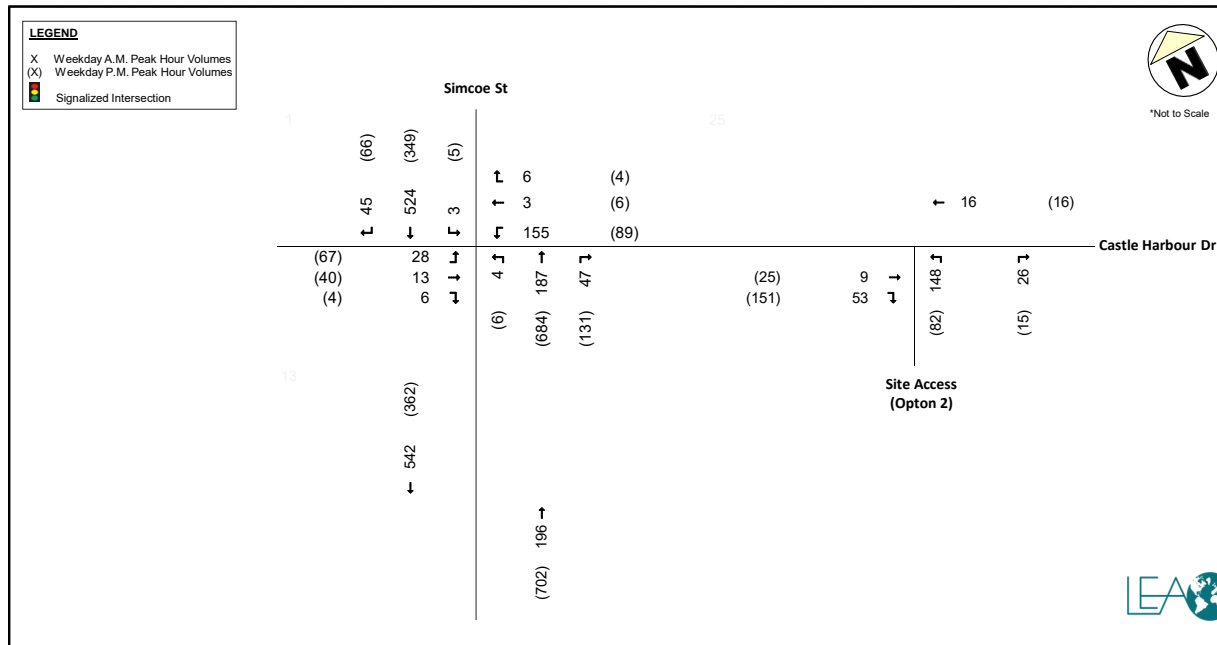


Figure 14: Future Total Traffic (Scenario 2)





4 INTERSECTION CAPACITY ANALYSIS

The intersection capacity analysis was undertaken using Synchro version 12.0, which is based on the Highway Capacity Manual 6th Edition methodology. Critical movements are defined as movements with level-of-service (LOS) E or worse or a volume-to-capacity (V/C) ratio greater than 0.85 for through and right-turn movements, and a V/C greater than 0.90 for left-turn movements.

4.1 UNSIGNALIZED INTERSECTIONS

4.1.1 Scenario 1 - Simcoe Street & Scugog Line 8/Castle Harbour Drive

Table 5: Scenario 1 Capacity Analysis - Simcoe St & Scugog Line 8/Castle Harbour Dr

1: Simcoe St & Scugog Line 8/Castle Harbour Dr												
AM	Existing				Future Background				Future Total			
Mvmt	Vol	V/C	Delay(s)	LOS	Vol	V/C	Delay(s)	LOS	Vol	V/C	Delay(s)	LOS
Overall	-	-	1	-	-	-	1	-	-	-	2	-
NBL	4	0.01	9	A	4	0.01	9	A	30	0.04	9	A
NBT	153	0.00	0	A	187	0.00	0	A	192	0.00	0	A
EBLTR	18	0.06	16	C	37	0.15	20	C	47	0.19	21	C
WBLTR	16	0.06	18	C	16	0.07	19	C	16	0.08	22	C
SBL	1	0.00	9	A	1	0.00	9	A	1	0.00	9	A
SBT	509	0.00	0	A	524	0.00	0	A	526	0.00	0	A
PM	Existing				Future Background				Future Total			
Mvmt	Vol	V/C	Delay(s)	LOS	Vol	V/C	Delay(s)	LOS	Vol	V/C	Delay(s)	LOS
Overall	-	-	2	-	-	-	4	-	-	-	5	-
NBL	6	0.01	8	A	6	0.01	8	A	21	0.02	8	A
NBT	649	0.00	0	A	684	0.00	0	A	687	0.00	0	A
EBLTR	54	0.28	28	D	84	0.54	48	E	111	0.63	52	F
WBLTR	16	0.09	25	C	16	0.11	29	D	16	0.12	33	D
SBL	0	0.00	0	A	0	0.00	0	A	0	0.00	0	A
SBT	293	0.00	0	-	349	0.00	0	-	354	0.00	0	-



Table 6: Scenario 1 Queuing Analysis - Simcoe St & Scugog Line 8/Castle Harbour Dr

1: Simcoe St & Scugog Line 8/Castle Harbour Dr			
AM	Existing	Future Background	Future Total
Mvmt	95th Queue	95th Queue	95th Queue
Overall	-	-	-
NBL	0	0	0
NBT	0	0	0
EBLTR	0	1	1
WBLTR	0	0	0
SBL	0	0	0
SBT	0	0	0
PM	Existing	Future Background	Future Total
Mvmt	95th Queue	95th Queue	95th Queue
Overall	-	-	-
NBL	0	0	0
NBT	0	0	0
EBLTR	1	3	4
WBLTR	0	0	0
SBL	0	0	0
SBT	0	0	0

As shown in **Table 5** and **Table 6**, under existing conditions, the intersection operates well within capacity, with all individual movements experiencing LOS D or better. No constraints have been identified.

Under future background conditions, the intersection operates well within capacity, with the exception of the eastbound approach with LOS E.

Under future total conditions, the intersection is expected to operate well within capacity, except for the eastbound approach during the PM, as it exhibits a significant amount of delay. Recommendations can be provided to accommodate the future total conditions traffic. Further analysis may be required.



Table 7: Scenario 2 Capacity Analysis - Simcoe St & Scugog Line 8/Castle Harbour Dr

1: Simcoe St & Scugog Line 8/Castle Harbour Dr												
AM	Existing				Future Background				Future Total (Scenario 2)			
Mvmt	Vol	V/C	Delay(s)	LOS	Vol	V/C	Delay(s)	LOS	Vol	V/C	Delay(s)	LOS
Overall	-	-	1	-	-	-	1	-	-	-	11	-
NBL	4	0.01	9	A	4	0.01	9	A	4	0.01	9	A
NBT	153	0.00	0	A	187	0.00	0	A	187	0.00	0	A
EBLTR	18	0.06	16	C	37	0.15	20	C	47	0.20	21	C
WBLTR	16	0.06	18	C	16	0.07	19	C	164	0.79	60	F
SBL	1	0.00	9	A	1	0.00	9	A	3	0.00	9	A
SBT	509	0.00	0	A	524	0.00	0	A	524	0.00	0	A
PM	Existing				Future Background				Future Total (Scenario 2)			
Mvmt	Vol	V/C	Delay(s)	LOS	Vol	V/C	Delay(s)	LOS	Vol	V/C	Delay(s)	LOS
Overall	-	-	2	-	-	-	4	-	-	-	17	-
NBL	6	0.01	8	A	6	0.01	8	A	6	0.01	8	A
NBT	649	0.00	0	A	684	0.00	0	A	684	0.00	0	A
EBLTR	54	0.28	28	D	84	0.54	48	E	111	0.82	93	F
WBLTR	16	0.09	25	C	16	0.11	29	D	99	0.94	138	F
SBL	0	0.00	0	A	0	0.00	0	A	5	0.01	10	A
SBT	293	0.00	0	-	349	0.00	0	-	349	0.00	0	A



Table 8: Scenario 2 Queuing Analysis - Simcoe St & Scugog Line 8/Castle Harbour Dr

1: Simcoe St & Scugog Line 8/Castle Harbour Dr			
AM	Existing	Future Background	Future Total
Mvmt	95th Queue	95th Queue	95th Queue
Overall	-	-	-
NBL	0	0	0
NBT	0	0	0
EBLTR	0	1	1
WBLTR	0	0	6
SBL	0	0	0
SBT	0	0	0
PM	Existing	Future Background	Future Total
Mvmt	95th Queue	95th Queue	95th Queue
Overall	-	-	-
NBL	0	0	0
NBT	0	0	0
EBLTR	1	3	5
WBLTR	0	0	6
SBL	0	0	0
SBT	0	0	0

As shown in **Table 7** and **Table 8**, under existing conditions, the intersection operates well within capacity, with all individual movements experiencing LOS D or better. No constraints have been identified.

Under future background conditions, the intersection operates well within capacity, with the exception of the eastbound approach with LOS E.

Under future total conditions, the intersection is expected to operate well within capacity, except for the westbound approach during the AM and PM, as it exhibits a significant amount of delay, as well as the eastbound approach during the PM. Intersection improvements are required to accommodate the future total conditions.



4.1.2 Simcoe St & Future Access

Table 9: Scenario 1 Capacity Analysis - Simcoe St & Future Access 1

2: Simcoe St & Future Access										
AM	Future Background					Future Total				
Mvmt	Vol	V/C	Delay(s)	LOS	95th Queue	Vol	V/C	Delay(s)	LOS	95th Queue
Overall	-	-	0	-	-	-	-	5	-	-
NBT	196	0.00	0	-	0	196	0.00	0	-	0
NBR	0	0.00	0	-	0	42	0.00	0	-	0
WBLR	0	0.00	0	A	0	143	0.55	30	D	3
SBL	0	0.00	0	A	0	31	0.05	10	A	0
SBT	542	0.00	0		0	11	0.01	8	A	0
SBR	0	0.00	0		0	542	0.00	0	A	0
PM	Future Background					Future Total				
Mvmt	Vol	V/C	Delay(s)	LOS	95th Queue	Vol	V/C	Delay(s)	LOS	95th Queue
Overall	-	-	0	-	-	-	-	3	-	-
NBT	702	0.00	0	-	0	702	0.00	0	-	0
NBR	0	0.00	0	-	0	119	0.00	0	-	0
WBLR	0	0.00	0	A	0	80	0.51	46	E	3
SBL	0	0.00	0	A	0	17	0.05	15	C	0
SBT	362	0.00	0		0	32	0.05	10	A	0
SBR	0	0.00	0		0	362	0.00	0	A	0

As shown in **Table 9**, under future background conditions, the intersection operates well within capacity. No constraints have been identified.

Under future total conditions, the intersection is expected to operate well within capacity, except for the westbound approach with LOS E during the PM peak as it exhibits a significant amount of delay, as well as the eastbound approach during the PM. Recommendations can be provided to accommodate the future total conditions traffic.



4.1.3 Castle Harbour Dr & Future Access

Table 10: Scenario 2 Capacity Analysis - Castle Harbour Dr & Future Access 2

3: Castle Harbour Dr & Future Access										
AM	Future Background					Future Total (Scenario 2)				
Mvmt	Vol	V/C	Delay(s)	LOS	95th Queue	Vol	V/C	Delay(s)	LOS	95th Queue
Overall	-	-	0	-	-	-	-	7	-	-
NBLR	0	0.00	0	A	0	174	0.21	10	A	0
EBT	9	0.00	0	-	0	9	0.00	0	-	0
EBR	0	0.00	0	-	0	53	0.00	0	-	0
WBL	0	0.00	0	A	0	0	0.00	0	A	0
WBT	16	0.00	0		0	16	0.00	0		0
PM	Future Background					Future Total (Scenario 2)				
Mvmt	Vol	V/C	Delay(s)	LOS	95th Queue	Vol	V/C	Delay(s)	LOS	95th Queue
Overall	-	-	0	-	-	-	-	3	-	-
NBLR	0	0.00	0	A	0	97	0.12	10	A	0
EBT	25	0.00	0	-	0	25	0.00	0	-	0
EBR	0	0.00	0	-	0	151	0.00	0	-	0
WBL	0	0.00	0	A	0	0	0.00	0	A	0
WBT	16	0.00	0		0	16	0.00	0		0

As shown in **Table 10**, under future background conditions, the intersection is expected to operate well and within capacity. No constraints have been identified. Under future total conditions, the intersection operates similarly to future background conditions.

In conclusion, most intersections in the study area are expected to operate within the capacity in future scenarios. However, the Scenario 2 analysis results indicate that intersection improvements are required at the intersection of Simcoe Street and Castle Harbour Drive.



Exhibit A: Turning Moving Counts and Signal Timing Plan

Exhibit B: Trip Generation



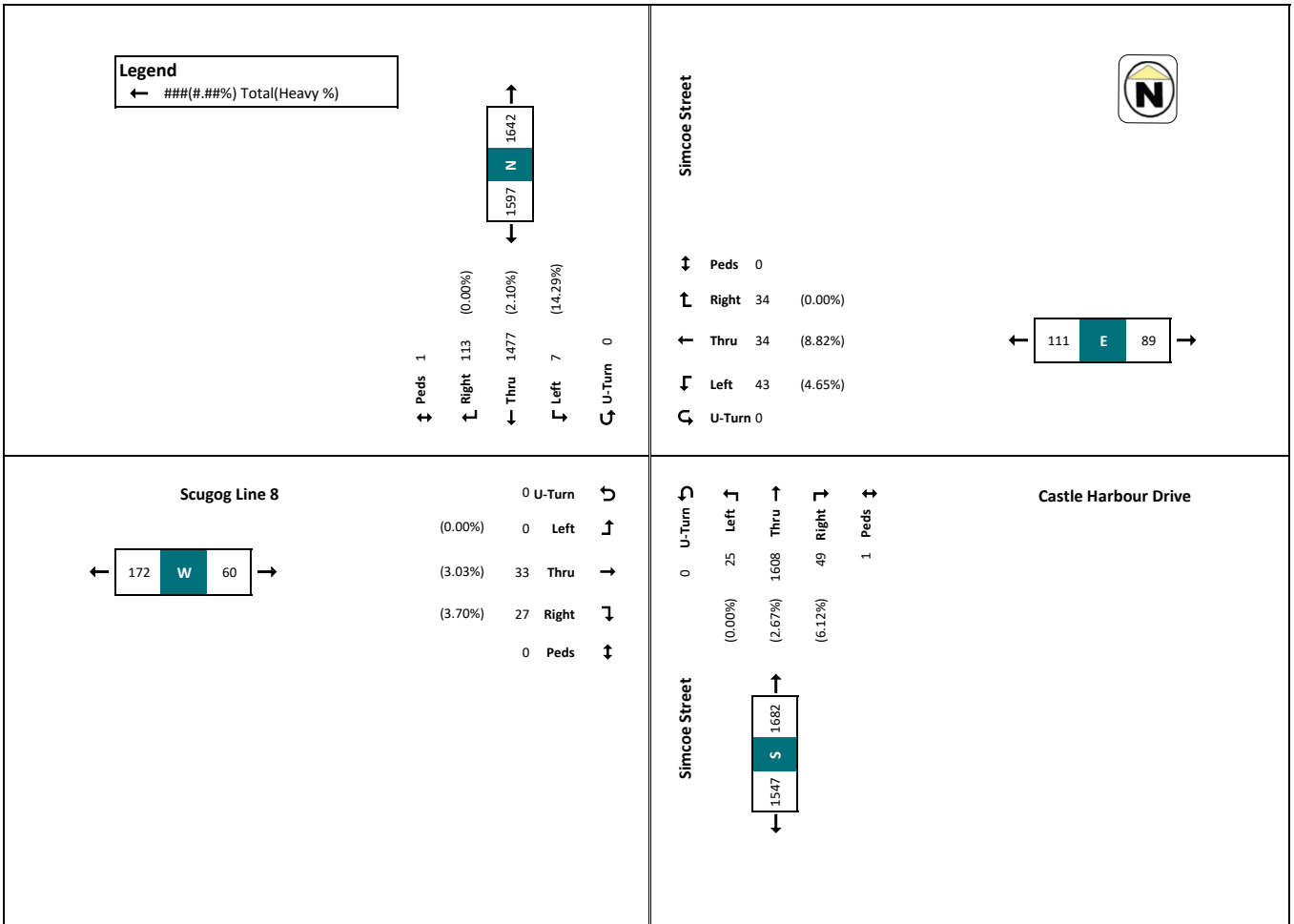
EXHIBIT A

TMC Data



Turning Movement Count - Simcoe Street & Scugog Line 8

Table with columns for Start Time, Street Name (Simcoe Street Southbound, Castle Harbour Drive Westbound, Simcoe Street Northbound, Scugog Line 8 Eastbound), and various movement counts (U-Turn, Left, Thru, Right, Peds, App. Total, Grand Total). Includes a summary table at the bottom for Approach, Total, Lights, % Lights, Buses, % Buses, Trucks, % Trucks, Bicycles, and Pedestrians.





AM Peak Hour - Simcoe Street & Scugog Line 8

Start Time	Simcoe Street Southbound					Castle Harbour Drive Westbound					Simcoe Street Northbound					Scugog Line 8 Eastbound					Grand Total				
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left		Thru	Right	Peds	App. Total
7:15	0	0	138	6	0	144	0	3	0	0	0	3	0	1	30	1	0	32	0	2	0	3	0	5	184
7:30	0	0	131	12	0	143	0	3	1	0	0	4	0	0	33	1	0	34	0	1	0	0	0	2	183
7:45	0	0	137	14	0	151	0	5	2	0	0	7	0	3	48	1	0	52	0	4	0	2	0	7	217
8:00	0	1	103	39	0	111	0	1	0	0	0	2	0	4	42	2	0	44	0	2	1	1	0	4	161
Hourly Total	0	1	509	39	0	549	0	12	3	1	0	16	0	4	153	5	0	162	0	9	3	6	0	18	745
Approach %	0.0%	0.2%	92.7%	7.1%	-	73.7%	0.0%	75.0%	18.8%	6.3%	-	2.1%	0.0%	2.5%	94.4%	3.1%	-	0.0%	90.0%	16.7%	33.3%	-	2.4%	-	-
Total %	0.0%	0.1%	68.3%	5.2%	-	73.7%	0.0%	1.6%	0.4%	0.1%	-	2.1%	0.0%	0.5%	20.5%	0.7%	-	21.7%	0.0%	1.2%	0.4%	0.8%	-	2.4%	-
PHF	0	0.25	0.92	0.7	-	0.91	0	0.6	0.38	0.25	-	0.57	0	0.33	0.8	0.63	-	0.78	0	0.56	0.75	0.5	-	0.64	0.86
Lights	0	0	497	39	-	536	0	11	3	1	-	15	0	4	138	4	-	146	0	9	3	5	-	17	714
% Lights	0.0%	0.0%	97.6%	100.0%	-	97.6%	-	91.7%	100.0%	100.0%	-	93.8%	-	100.0%	90.2%	80.0%	-	90.1%	-	100.0%	100.0%	83.3%	-	94.4%	95.8%
% Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Trucks	1	1	12	0	-	13	1	1	0	0	-	3	0	0	15	0	-	16	0	0	0	0	-	1	31
% Trucks	100.0%	2.4%	0.0%	0.0%	-	2.4%	8.3%	0.0%	0.0%	0.0%	-	6.3%	0.0%	9.8%	20.0%	0.0%	-	9.9%	0.0%	0.0%	16.7%	0.0%	-	5.6%	4.2%
Bicycles	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	0	0





PM Peak Hour - Simcoe Street & Scugog Line 8

Start Time	Simcoe Street Southbound					Castle Harbour Drive Westbound					Simcoe Street Northbound					Scugog Line 8 Eastbound					Grand Total					
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left		Thru	Right	Peds	App. Total	
16:15	0	0	62	9	0	71	0	4	2	1	0	7	0	1	151	5	0	157	0	9	4	0	0	13	248	
16:30	0	0	75	3	0	78	0	2	1	0	0	3	0	2	143	5	0	150	0	8	2	0	0	13	244	
16:45	0	0	86	9	0	95	0	2	1	0	0	3	0	2	162	1	0	165	0	9	2	1	0	12	275	
17:00	0	0	70	5	0	75	0	1	1	0	0	2	0	1	133	1	0	135	0	11	4	1	0	16	288	
Hourly Total	0	0	293	26	0	319	0	9	6	1	0	16	0	6	649	12	0	667	0	37	13	4	0	54	1056	
Approach %	0.0%	0.0%	91.8%	8.2%	-	-	0.0%	56.3%	37.5%	6.3%	-	-	0.0%	0.9%	97.3%	1.8%	-	-	0.0%	68.5%	24.1%	7.4%	-	-	-	
Total %	0.0%	0.0%	27.7%	2.5%	-	30.2%	0.0%	1.2%	0.8%	0.1%	-	1.5%	0.0%	0.8%	87.1%	1.6%	-	63.2%	0.0%	5.0%	1.7%	0.5%	-	5.1%	-	
PHF	0	0	0.85	0.72	-	0.84	0	0.56	0.75	0.25	-	0.57	0	0.75	0.84	0.6	-	0.86	0	0.84	0.81	0.5	-	0.84	0.92	
Lights	0	0	288	26	-	314	0	9	1	1	-	15	0	6	641	10	-	657	0	3	2	0	-	53	1039	
% Lights	-	-	98.3%	100.0%	-	98.4%	-	100.0%	83.3%	100.0%	-	93.8%	-	100.0%	98.8%	83.3%	-	98.5%	-	100.0%	92.3%	100.0%	-	-	98.1%	98.4%
% Buses	-	-	0.0%	0.0%	-	0.0%	-	0.0%	0.0%	0.0%	-	0.0%	-	0.0%	0.0%	0.0%	-	0.0%	-	0.0%	0.0%	0.0%	-	-	0.0%	0.0%
% Trucks	-	-	0.0%	0.0%	-	0.0%	-	0.0%	0.0%	0.0%	-	0.0%	-	0.0%	0.0%	0.0%	-	0.0%	-	0.0%	0.0%	0.0%	-	-	0.0%	0.0%
% Pedestrians	-	-	0.0%	0.0%	-	0.0%	-	0.0%	0.0%	0.0%	-	0.0%	-	0.0%	0.0%	0.0%	-	0.0%	-	0.0%	0.0%	0.0%	-	-	0.0%	0.0%

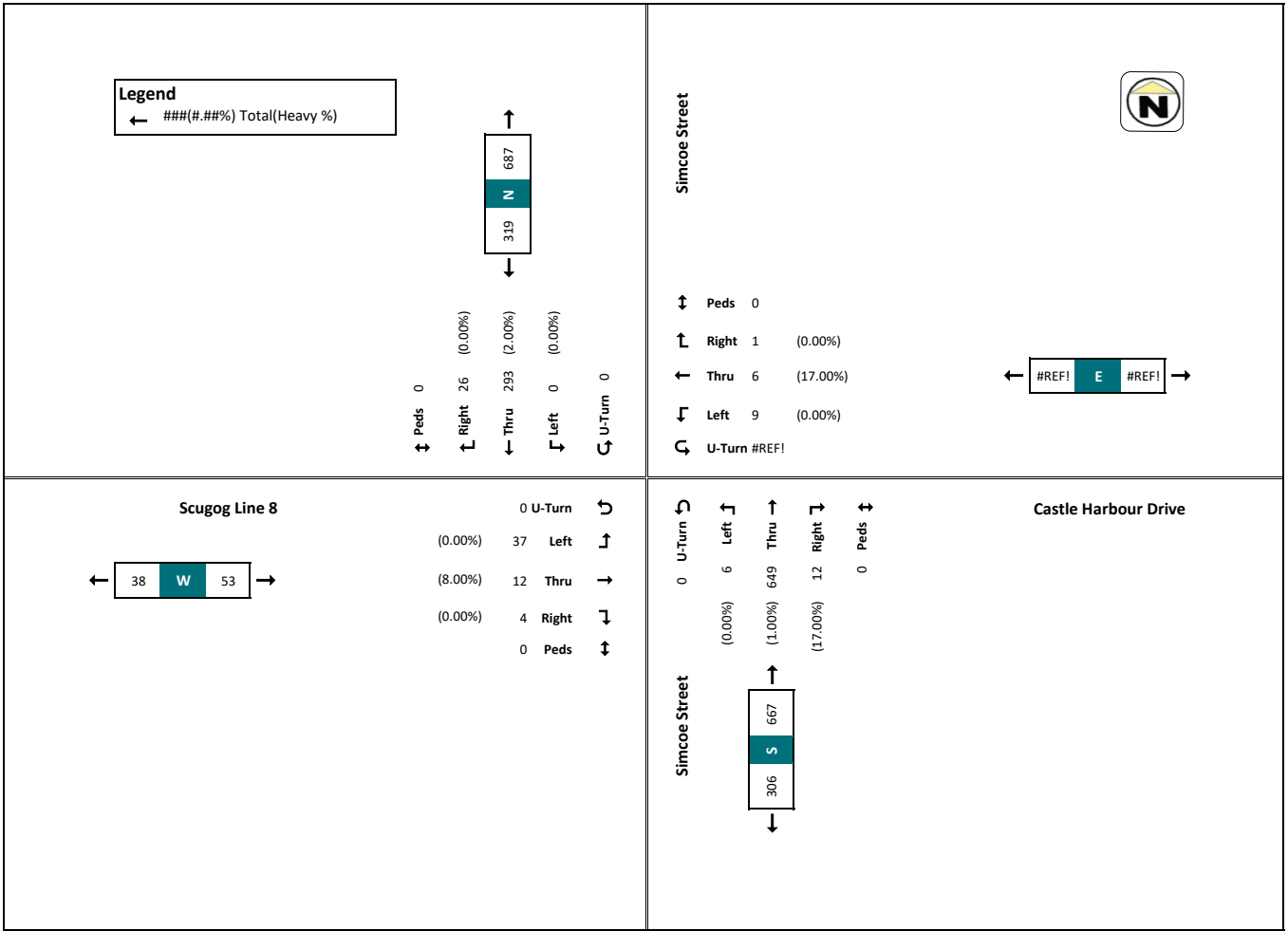




EXHIBIT B

Trip Generation

ITE Trip Gen (Vehicle Trip Rates)

ITE LUC 221 - Multifamily Housing (Mid-Rise)	In	Out	Total	In	Out	Total
ITE Distribution (Vehicles)	23%	77%	100%	61%	39%	100%
ITE Trip Rates	0.0851	0.2849	0.37	0.2379	0.1521	0.39
Baseline Auto Trips	44	148	192	124	79	203
ITE Distribution (Person)	23%	77%	100%	59%	41%	100%
ITE Person Trip Rates	0.1104	0.3696	0.48	0.3127	0.2173	0.53
ITE Person Trips	58	192	250	163	113	276

ITE LUC 220 - Multifamily Housing (Low-Rise)	In	Out	Total	In	Out	Total
ITE Distribution (Vehicles)	24%	76%	100%	63%	37%	100%
ITE Trip Rates	0.096	0.304	0.40	0.3213	0.1887	0.51
Baseline Auto Trips	0	0	0	0	0	0
ITE Distribution (Person)	22%	78%	100%	63%	37%	100%
ITE Person Trip Rates	0.0836	0.2964	0.38	0.3402	0.1998	0.54
ITE Person Trips	0	0	0	0	0	0

ITE LUC 215 - Single Family Housing (Attached)	In	Out	Total	In	Out	Total
ITE Distribution (Vehicles)	25%	75%	100%	59%	41%	100%
ITE Trip Rates	0.12	0.36	0.48	0.3363	0.2337	0.57
Baseline Auto Trips	4	13	17	12	9	21
ITE Distribution (Person)	25%	75%	100%	55%	45%	100%
ITE Person Trip Rates	0.13	0.39	0.52	0.4345	0.3555	0.79
ITE Person Trips	5	14	19	15	13	28

ITE LUC 210 - Single Family Housing (Detached)	In	Out	Total	In	Out	Total
ITE Distribution (Vehicles)	25%	75%	100%	63%	37%	100%
ITE Trip Rates	0.175	0.525	0.70	0.5922	0.3478	0.94
Baseline Auto Trips	5	13	18	15	9	24
ITE Distribution (Person)		100%	100%		100%	100%
ITE Person Trip Rates	0	0		0	0	
ITE Person Trips	0	0	0	0	0	0

6.2 Civil Engineering Report

File #: 2711
Date: May 27, 2024

Mr. Jim Meng, M.Sc.
Project Manager (Engineering)
Avenu Properties Corp.
Suite #1100, 251 Consumers Rd
Toronto, Ontario, M2J 4R3

Dear Mr. Meng:

**Re: Summary of Servicing Feasibility, Project EQUUS/SCUGOG
South of Castle Harbour Road, Part Lots 19 & 20 Concession 7
Port Perry, Township of Scugog, Ontario**

We are pleased to present the following technical letter to demonstrate how the properties located south of Castle Harbour Road, designated as Part Lots 19 & 20 Concession 7 (East Block) and at 16941 Simcoe Street (West Block) are intended to be serviced. The proposed development is feasible from a servicing standpoint, subject to detailed design to correspond with the development size, scope, and construction phasing.

Figure 1 illustrates the subject area. The East and West Blocks are approximately 62 and 25 acres in size respectively and are located within the northern urban area boundary of Port Perry. The subject site was previously approved for a 20 unit residential estate subdivision. The current proposal is to build a 582 unit medium density development, that features enhanced mobility designs, enhanced sustainability and a fully integrated Waterfront Vision. The project is proposed to be developed in four phases, with phase 1 consisting of 232 units, planned to be constructed starting in year 2025. Phases 2, 3, and 4, with up to 150 units each phase, will follow in sequential years.

The current population estimates from the Township of Scugog and Region of Durham for the Port Perry area are 11,180 for 2031, and 17,740 for 2051.



Figure 1: Subject Site, Port Perry, Ontario

The following outlines the preliminary servicing strategy for storm, sanitary and water for the proposed development.

Stormwater Management

Stormwater runoff from the subject site, in existing conditions, sheet drains overland southwest towards Beaver Meadow Creek which drains directly into Lake Scugog. The subject site is within the Kawartha Region Conservation Authority (KRCA) jurisdiction.

Sites within the Kawartha Conservation watershed are required to provide quality control with special regard to phosphorus control, and meet water balance criteria. The site will not be subject to erosion or quantity control as flows will be conveyed directly to Lake Scugog.

Runoff from the subject site can be conveyed to a central stormwater management (SWM) Pond 1, and discharge east to Lake Scugog. The proposed SWM Pond would provide quality control and phosphorus control for the proposed development. Infiltration based LIDs will be utilized to provide additional phosphorus control and meet water balance requirements. A new crossing and waterfront features are proposed at the outlet of SWM Pond 1. During earthworks, a temporary erosion and sediment control (ESC) pond in a similar location to Pond 1 would be constructed and discharge to the lake.

Uncontrolled flow from the undeveloped buffer lands will continue to discharge to Beaver Meadow Creek as per existing conditions. A potential enhancement area is located at the outlet of SWM Pond 1, but is subject to further study.

Refer to attached **Figure 2** for a schematic representation of the stormwater management pond. Please note the size, layout and configuration of the pond is schematic only and is subject to change during detailed design. It should be noted that the size of the pond can be minimized and potentially eliminated by replacing the stormwater controls with Low Impact Development (LID) measures such as rain-gardens, infiltration trenches, etc. This was also requested during a prior meeting with the Scugog Lake Stewards association.

Sanitary Servicing

The subject site was previously approved for a 20 unit residential estate subdivision development, where the units were to be serviced with private septic systems.

Due to the increased unit count in the current proposal, a private communal sanitary sewerage treatment facility is proposed to service the site. The private treatment facility will require MECP approval, as well as a responsibility agreement with the Region of Durham. The detail design of the private treatment facility will be undertaken by WSP. Note that responsibility agreements are common practice for private utility systems and several examples of similar systems are currently in place in Ontario and are found in Durham Region.

Water Servicing

The subject site was previously approved to be serviced via an extension of watermain along Simcoe Street, Castle Harbour Drive and the internal local roadways. The Region had previously agreed to service the subject site with a long dead end watermain due to the small number of homes being proposed.

In 2018, a Class EA study for a new water supply and storage facility to service the Port Perry Urban Area was completed by the Region to accommodate the projected 2031 population. The recommendations in the Class EA study were included in the Region of Durham 2023 Development Charge Background Study. In conversation with the Region, the detailed design of the new water supply project identified in the DC study is scheduled to have a request for proposals (RFP) issued in 2024. The detailed design for the new water storage facility is scheduled to have an RFP issued in 2025.

The proposed water supply and storage expansion identified in the EA study will not be sufficient to service the projected 2051 population or any future projections. The Regional DC background study will also have to be updated accordingly with any proposed water infrastructure upgrades. However, the project is anticipated to be constructed with advanced water recycling technology from the sanitary treatment plant that can potentially reduce potable water usage by 30%; individual phasing of

the project may be able to go ahead prior to region upgrades, pending further discussion with the Region and water servicing allocation from the Town.

The Township of Scugog's Official Plan notes that servicing allocation is assessed and assigned through the development approvals process, in consultation with the Region of Durham. The Official Plan requires the timely and efficient use of the services being allocated. During a meeting held on May 9, 2024 with the Region of Durham and Township of Scugog, Development Director Kevin Heritage indicated that there may be unused water allocation in the Township of Scugog. Ultimately, it is the Township's responsibility to assess what allocation is unused and if it can be re-assigned.

Due to the number of units in the proposed development, the Region would require a second water feed to service the subject site. To achieve this, two existing watermain extensions are required. It is proposed to extend the existing watermain on Simcoe Street through the West Block and the existing watermain on Scugog Line 8 along Castle Harbour Drive. The two watermain extensions will ultimately connect in front of the East Block to form a looped system, as shown in the attached **Figure 3**. This design provides servicing redundancy to the proposed development in case one of the watermains fail or is in need of repair.

Alternatively, a portion of the subject site can also be serviced via a private well system. Further hydrogeological investigation of the aquifer via existing wells would be required to determine the feasibility of the use of a private well system.

We trust that the information herein demonstrates that there is a comprehensive servicing strategy to satisfy the storm, sanitary and water servicing for the subject site.

Please contact the undersigned if you have any questions or require any additional information.

Sincerely,

SCS Consulting Group Ltd.

Peter Chen, P. Eng.
pchen@scsconsultinggroup.com



Attachments: Figure 2: Preliminary Stormwater Management Strategy

Figure 3: Preliminary Water Servicing Schematic

**Re: Summary of Servicing Feasibility, Project EQUUS/SCUGOG
South of Castle Harbour Road, Part Lots 19 & 20 Concession 7
Port Perry, Township of Scugog, Ontario**

File #: 2711
May 27, 2024
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LEGEND:



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**16941 SIMCOE ST
 DEVELOPMENTS INC.**

16941 SIMCOE STREET

**PRELIMINARY STORMWATER
 MANAGEMENT STRATEGY**

DESIGNED BY: D.S.	CHECKED BY: P.C.
SCALE: 1:5000	DATE: MAY 2024
PROJECT No: 2711	FIGURE No: 2

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LEGEND:

-  SITE LIMIT
-  EX. WATERMAIN
-  PROPOSED WATERMAIN

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**16941 SIMCOE ST
 DEVELOPMENTS INC.**

16941 SIMCOE STREET

**PRELIMINARY WATER
 SERVICING SCHEMATIC**

DESIGNED BY: D.S.	CHECKED BY: P.C.
SCALE: 1:5000	DATE: MAY 2024
PROJECT No: 2711	FIGURE No: 3

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6.3 Wastewater Treatment

- WSP

16941 SIMCOE ST DEVELOPMENTS INC.

EQUUS/SCUGOG CASTLE HARBOUR RD PROPERTY DEVELOPMENT FEASIBILITY STUDY





EQUUS/SCUGOG CASTLE HARBOUR RD PROPERTY DEVELOPMENT FEASIBILITY STUDY

16941 SIMCOE ST. DEVELOPMENTS INC..

PROJECT NO.: CA0008965.9070

CLIENT REF:

DATE: JUNE 11, 2024

WSP

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16941 Simcoe St Developments Inc.
Suite #110, 255 Consumers Rd
Toronto, ON
M2J 4R3

Attention: Jim Meng, Project Manager (Engineering)

Subject: EQUUS/Scugog Development Feasibility Study

Dear Mr. Meng,

Please find enclosed WSP's report focusing on the feasibility of a proposed wastewater recycling system for the Scugog property development.

Any questions or queries can be directed to the undersigned.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Maira Rafiq'.

Maira Rafiq
Project Manager

Gary Thorne
Process Technical Lead

cc: Gary Thorne, Mina Ghasri
WSP ref.: OUR REF. NO. CA0008965.9070

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APPROVED¹ BY



Gary Thorne, I.Eng (UK), PMP
National and Global Technical Lead,

Date: June 11, 2024

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1 INTRODUCTION

1.1 BACKGROUND

16941 Simcoe St Developments Inc. is developing a master plan concept for housing units and associated infrastructure in Port Perry, Ontario, situated on the shores of Lake Scugog. The site is within Port Perry Urban Settlement Area and is designated as residential zone. **Figure 1** depicts the proposed community master plan concept, which includes a total of 582 units. These units comprise single detached dwellings, street townhouses, 4-story residential buildings, 5-story residential buildings, 5-story residential buildings with commercial ground floor, and 6-story residential buildings with commercial ground floor.



Figure 1 Proposed Community Master Plan Concept

The site presents several challenges, including capacity constraints at the existing wastewater treatment plant (Nonquon WWTP) to accommodate the additional flows from the proposed development and the absence of municipal sewers which necessitate the need for an easily maintainable system to prevent the addition of phosphorus and nitrogen entering the environment/lake Scugog through wastewater effluent. However, the Durham Region Official Plan, Map A3 (Figure 2) designates this site specifically as “**Areas developable on municipal water systems & private waste disposal systems**”. This allows for a private wastewater treatment system, aligning with The Township of Scugog’s sustainability initiative outlined in Section 3.16 of The Township of Scugog Official Plan, September 2017².

² Township of Scugog Official Plan, Office Consolidation, September 2017.

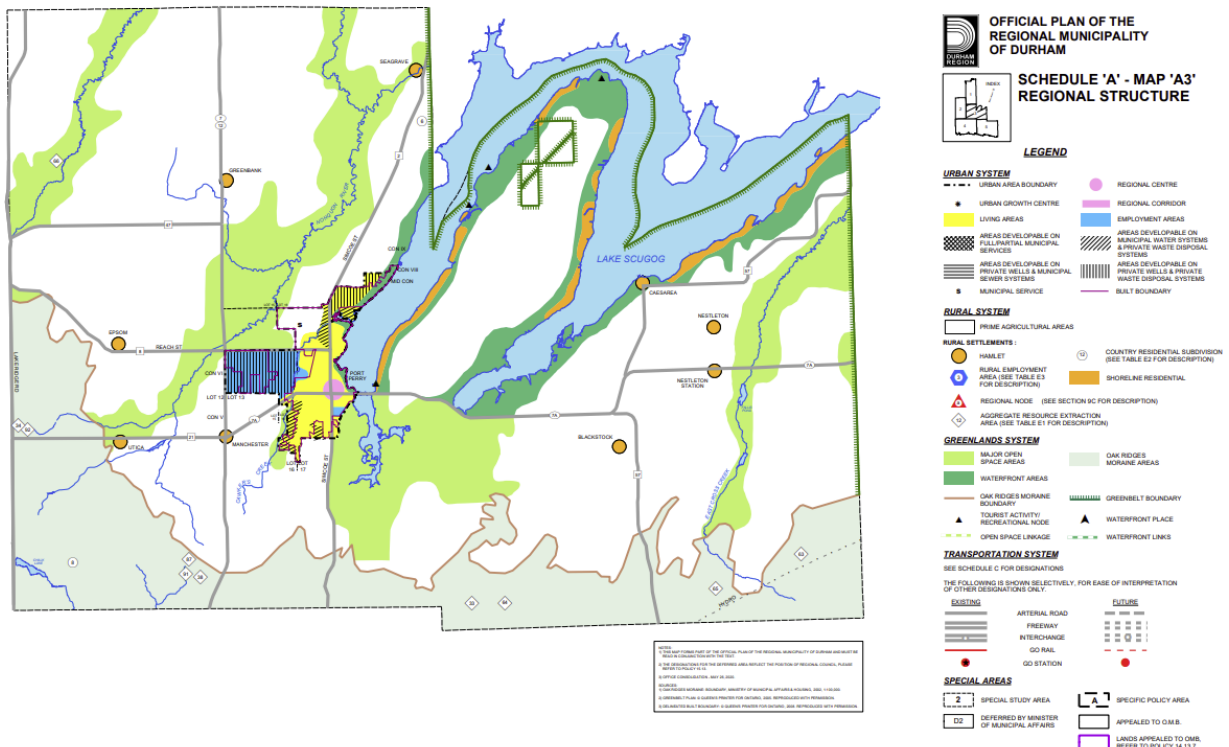


Figure 2 Schedule 'A' - Map 'A3' Regional Structure - Official Plan of The Regional Municipality of Durham³

While considering the site classification and the Canadian guidelines for reusing effluent, which has been successfully implemented across the Globe, 16941 Simcoe St. Development Inc. is proposing Decentralized Communal Wastewater Treatment (WWTF) facility for this new development. The management of this WWT facility would fall under the responsibility of 16941 Simcoe St. Development Inc. collaborating or contracting with a design, build and facility operation management company, such as NSU, or an equivalent. Such companies with these capabilities are available and the technology is increasingly being adopted in North America and elsewhere.

1.2 SCOPE OF STUDY

This feasibility report focuses on evaluating the proposed wastewater treatment system and wastewater recycling system. It encompasses an overview of the background and benefits of wastewater recycling, highlighting global applications through examples from different locations. The report delves into the specifics of the proposed system, including expected flow rates, raw water quality assessment, proposed design considerations, and potential reuse options. While providing a concise analysis, the study aims to assess the viability of implementing the proposed system within the given context. The report concludes with recommendations based on the findings to guide further decision-making regarding the project's feasibility and potential implementation.

3 Durham Region. Map. Schedule 'A' - Map 'A3' Regional Structure. Durham Region. Retrieved from <https://www.durham.ca/en/doing-business/resources/Documents/PlanningandDevelopment/Official-Plan/Schedule-A.pdf>

2 REUSE GUIDELINES

Early Canadian guidelines only considered reclamation for irrigation processes, but in 1999 British Columbia enacted applications for reclamation of domestic wastewater for toilet flushing and irrigation. This was followed by the Canada Health guidelines in 2009, which referenced the Australian Guidelines, noting that risk management was essential and the Australian “Source to Tap” approach using the multi barrier approach similar to that used in the approach to producing safe drinking water. Recycled water use is increasingly due to water scarcity often exacerbated by climate change. In Ontario the guidelines recognise reclamation for irrigation but for reclamation for use in one’s home is reviewed on a project-to-project basis.



Figure 3 Global Water Reuse Guidelines

In the Americas, the California Code of Regulations Title 22 is the primary regulatory framework for assisted living facilities which encompasses a wide range of regulations and licensing requirements for the well-being of residents. Title 22 requires a treatment target of 10 Log removal for effluent, comprising of three barriers; Ultra-filtration followed by primary disinfection (usually Ultra-violet light) and a secondary disinfection typically chlorination.

Title 22 states 10 Log reduction “will not impact salinity. The water would a disinfected tertiary recycled water suitable for the following applications:

- Irrigation for food crops where the recycled water comes into contact with edible portions.
- Irrigation for parks, playgrounds, school grounds, residential landscaping and golf courses with unrestricted access.
- Industrial or commercial activities with cooling or spraying that would generate mist or aerosols.
- The water is safe to discharge to rivers and canals.

This is similar to the Australian Guidelines that require a Class A+ quality water which 11 Log and suitable for residential contact in toilet flushing, laundry water and fire services.

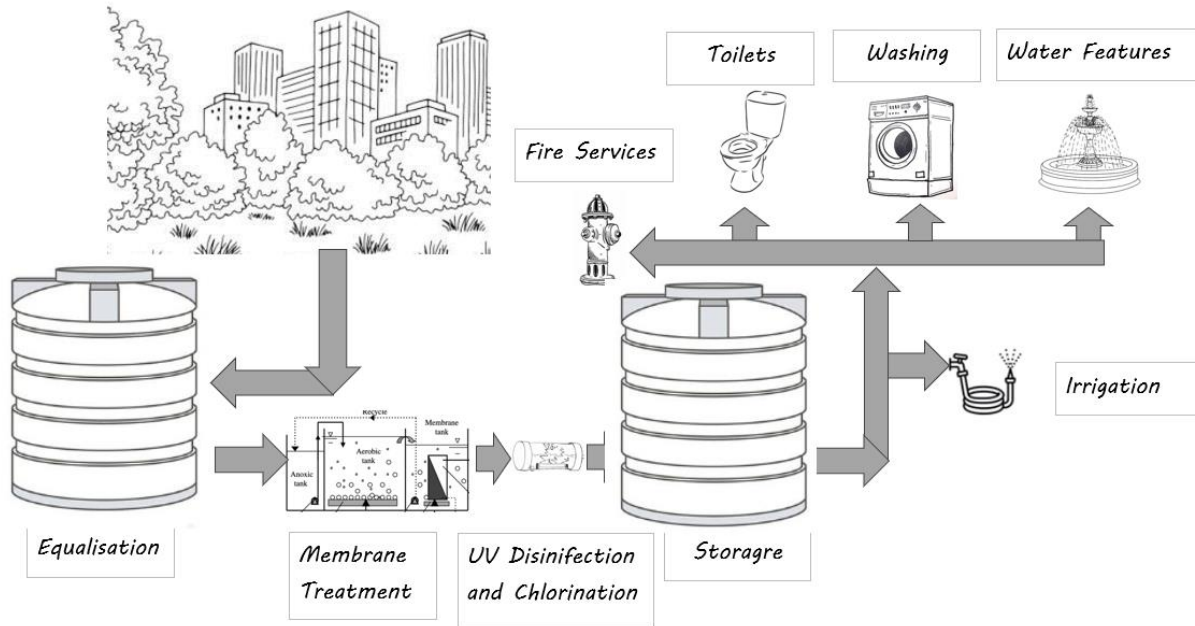


Figure 4 Residential Wastewater Treatment Process and Reuse Options

Water use in Canada varies province to province and can range from 400 litres per person per day to 150 litres per day per person, average 220 litres, which is the basis for this study.

In Canada the climate has to be considered i.e., irrigation and water features are stopped during the winter months typically from October through to the following April. In this period either the water is stored or released.

3 DOMESTIC WASTEWATER RECYCLING

3.1 INTRODUCTION

Water reclamation, also known as water recycling for this project, encompasses the conversion of domestic wastewater into reusable water for a range of purposes. These include reuse like irrigation, environmental restoration, residential uses and commercial processes. This process not only addresses water scarcity but also contributes to water security, sustainability, and cost savings for businesses by repurposing water efficiently for various beneficial uses. The distribution of recycled water is often designated through the used of purple pipes, which are specifically designed for identifying and distributing reclaimed or recycled water.

3.2 BENEFITS OF RECYCLING IN WATER MANAGEMENT

Recycling wastewater offers numerous benefits and holds significant importance in water management, including:

- Minimized disturbance to municipal infrastructure
 - Reduction in demand for potable water treatment and distribution systems
 - Recharge diminishing groundwater supplies and/or reduction saltwater intrusion into aquifers
 - Reduced volume of water discharged from WWTP to the environment
 - Provides a drought-resistant irrigation supply
 - Recharging wetlands subject to drought due to climate change
-

3.3 GLOBAL APPLICATIONS

The global application of wastewater recycling technology encompasses numerous projects across Canada and the United States, highlighting its widespread adoption and effectiveness. This technology is not limited to North America; it is also a common practice in many countries worldwide, with Australia mandating recycled water use since 2006, showcasing its global recognition. Below are some examples of successful wastewater recycling initiatives:

3.3.1 DOCKSIDE GREEN, VICTORIA HARBOUR, B.C., CANADA.

Dockside Green, an expansive 1.3 million square foot mixed residential and commercial development located on 15 acres of former industrial land along Victoria's Inner Harbour, showcases an advanced wastewater management system. Instead of relying solely on the City of Victoria's sewer main or connecting to the Capital Regional District's pre-treatment screening and ocean discharge system, the developers took a proactive approach. They aimed to independently treat and manage their sewage, distancing themselves from the larger municipal system. This system is designed to minimize the environmental impact of effluent discharge into the surrounding environment. Operating as a closed-loop cycle, onsite wastewater treatment not only reduces operational costs but also provides reclaimed water for various purposes, including toilet flushing, landscape irrigation, and a water feature within the premises. The

reclaimed effluent meets the criteria of the Municipal Sewage Regulation (MSR) for unrestricted public access while lessening reliance on potable water sourced from the Sooke watershed and reservoir in the CRD.

The wastewater treatment system at Dockside Green manages all domestic sewage flows generated onsite. It comprises two 50% parallel customized process trains, each capable of treating up to 190 cubic meters per day and able to operate at full capacity even during maintenance of one unit. An equalization tank ensures flow equalization and mitigates diurnal fluctuations and hydraulic surges to the plant. A high-pressure pumping system delivers reclaimed water for various uses such as toilet flushing, rooftop irrigation, and balcony planter irrigation across all buildings. Sodium hypochlorite is added to this water to maintain a residual disinfectant.

Additionally, a low-pressure pumping system distributes reclaimed water to the central waterway, augmenting rainwater flows and supporting the flora and fauna in the greenway through a drip-irrigation system. It is noteworthy that this water undergoes pre-disinfection using ultraviolet light, ensuring its quality without the need for chlorination.

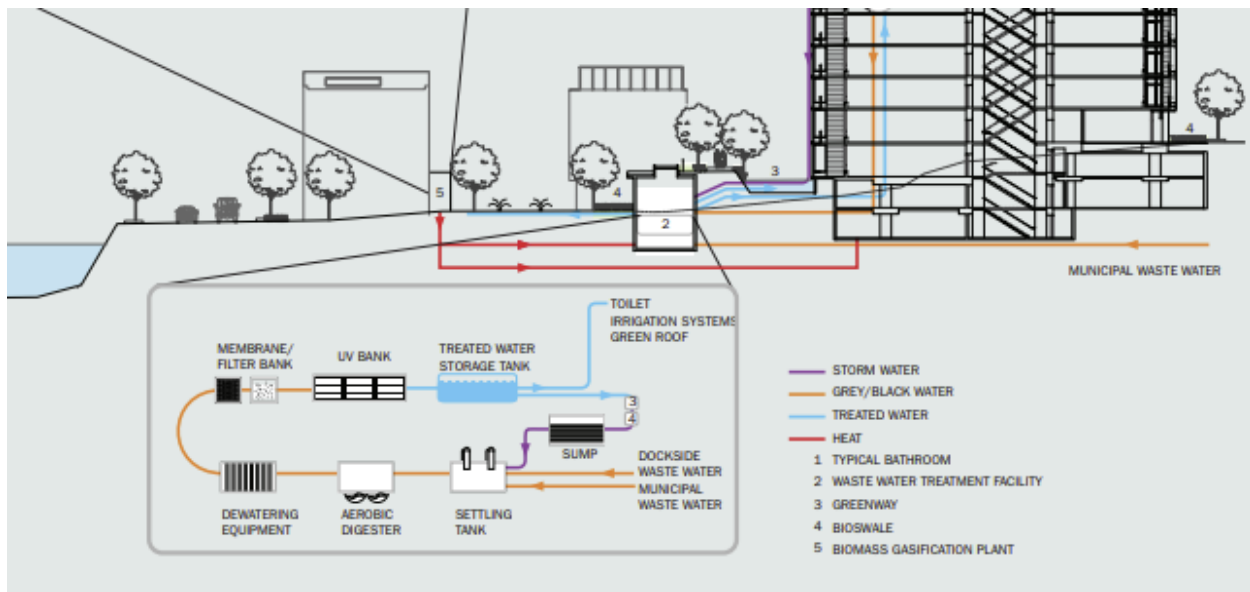


Figure 5 Dockside Green Wastewater Treatment System⁴

3.3.2 BATTERY PARK (THE “SOLAIRE”), NEW YORK CITY, NEW YORK, USA

The Solaire Building, operational since 2003, stands as the first project in New York City to integrate wastewater reuse into its operations. Its wastewater treatment facility consisting of **submerged** membrane technology and ultraviolet disinfection, processes 25,000 gallons per day of black water from building occupants. This pioneering initiative involved treating recycled water for various purposes within its 293-unit apartment complex, including flushing toilets, supplying cooling tower makeup, and supporting green roof irrigation. Notably, the Solaire Project marked the first instance of an urban, residential wastewater reuse application being officially permitted in the USA.

Additionally, the building's wastewater system extends its benefits beyond its premises by providing reclaimed water to a nearby apartment building. This reclaimed water undergoes further treatment before being utilized for subsurface

⁴ [1]

irrigation in the adjacent Teardrop Park, showcasing the integrated and sustainable approach of the Solaire Building's water management system.

NSU designed, built, and now operates the wastewater and rainwater recycling systems in six Battery Park City Buildings within New York City. These systems have consistently achieved more than a 50% reduction in water consumption and over 60% reduction in wastewater discharge, surpassing similar residential buildings in New York City.



Figure 6 Solaire Wastewater treatment facility⁵

The Solaire remains one of the “top 10” sustainable projects in N.Y.C, even though it was permitted more than 20 years ago. Canadian sourced technology (originally Zenon Technology, from Oakville, Ontario) is the basis of Solaire’s wastewater treatment. The wastewater treatment includes heat recovery for use as energy in producing domestic hot water. The Solaire treatment plant occupies approximately 186 m² of lower basement level space.

⁵ Image Source: Epstein, Kyra. "The Solaire" Case Study. High Performing Buildings, Summer 2008, American Society of Heating, Refrigerating and Air-Conditioning Engineers, Inc. Retrieved from <https://www.hpbmagazine.org/content/uploads/2020/04/08Su-The-Solaire-New-York-NY.pdf> [Date Accessed: 2024-04-05].

4 PROPOSED SYSTEM

4.1 EXPECTED FLOW

According to the proposed master plan, this development will comprise a total of 582 units. Drawing from our experience with various projects in the province, assuming a person equivalent of 2.2 per unit and a flow rate of 219 L/PE/D, the estimated wastewater flow for the development would be 280,408 L/day.

4.2 RAW WASTEWATER QUALITY

In the absence of real-time wastewater quality data for the new development, typical values for medium-strength wastewater quality, as outlined by Metcalf and Eddy, were considered. Since specific flow data for this development is not yet available, the influent quality of the Nonquon Water Pollution Control Plant (WPCP) located in the Community of Port Perry within Township Scugog was used as an indicator of flow quality. The analysis focused on the 2022 raw water quality, as presented in the annual report, entering the Nonquon WPCP.

Despite the fact that the annual average water quality at Nonquon WPCP is better than typical medium-strength wastewater standards, the latter was chosen as the project's baseline to maintain a conservative approach. Table 1 indicates the typical values for medium-strength wastewater quality:

Nonquon WPCP effluent discharges directly to the Nonquon river, which flows into lake Scugog.

Table 1 Typical composition of raw domestic wastewater

<i>PARAMETER</i>	<i>UNIT</i>	<i>CONCENTRATION – MEDIUM STRENGTH</i>	<i>NONQUON WPCP RAW WASTEWATER QUALITY¹</i>
Total Suspended Solids (TSS)	mg/L	195	195
Biochemical Oxygen Demand (BOD5)	mg/L	200	141
Chemical Oxygen Demand (COD)	mg/L	508	-
Total Phosphorus (TP)	mg/L	5.6	3.7
Nitrogen (Total as N) – Free ammonia	mg/L	20	-

¹ Adopted from the 2022 Annual Performance Report

4.3 PROPOSED DESIGN

In ensuring human safety regarding potential contact with reused water, employing a Canadian technology multibarrier approach for risk management is imperative. This approach involves employing physical-chemical wastewater treatment methods aimed at eliminating, neutralizing, or rendering inactive microorganisms such as bacteria, protozoa, and viruses. The effectiveness of this treatment is often measured using the concept of log removal, which quantifies the reduction in the density of the target organisms.

According to both Australian and American standards, achieving a pathogen log reduction of 9/10 is deemed sufficient to enable safe contact with various environments, including edible crops, parks, playgrounds, school grounds, residential landscaping, and golf courses with unrestricted access. Achieving this level of safety requires the implementation of a combination of barriers, including an ultrafiltration membrane system (Barrier 1), UV or Ozone Disinfection (Barrier 2), and Chlorination system (Barrier 3).

The typical treatment process involves equalization tank, trash trap, and the screening of raw sewage, followed by biological treatment in successive reactor zones to promote nitrogen reduction, often facilitated by submerged membranes. Additionally, phosphorus reduction can be achieved through chemical precipitation. The resulting solid waste can be either digested to produce gas for heating purposes or treated to produce a class A fertilizer that can be sold.

This approach offers several advantages, including low mixed liquor suspended solids (MLSS) concentrations, improved aeration and mixing efficiency leading to reduced energy requirements, and a decrease in biological reactor space requirements.

Table 2 provides an overview of the microbial hazard removal achievable through various treatment processes and levels.

Table 2 Estimated reductions log for enteric pathogens and indicator organisms¹

TREATMENT	INDICATIVE LOG REDUCTIONS				
	E. coli	Bacterial pathogens	Viruses	Giardia	Cryptosporidium
Primary treatment	0–0.5	0–0.5	0–0.1	0.5–1.0	0–0.5
Secondary treatment	1.0–3.0	1.0–3.0	0.5–2.0	0.5–1.5	0.5–1.0
Dual-media filtration	0–1.0	0–1.0	0.5–3.0	1.0–3.0	1.5–2.5
Membrane filtration	3.5→ 6.0	3.5→ 6.0	2.5→ 6.0	> 6.0	> 6.0
Chlorination	2.0–6.0	2.0–6.0	1.0–3.0	0.5–1.5	0–0.5
Ozonation	2.0–6.0	2.0–6.0	3.0–6.0	0.5–3.0c	0.25–3.0
UV light	2.0→ 4.0	2.0→ 4.0	> 1.0 adenovirus > 3.0 enterovirus hepatitis A	> 3.0	> 3.0

¹ Table adopted from "Canadian Guidelines for Domestic Reclaimed Water for Use in Toilet and Urinal Flushing" published by Health Canada in 2010

The proposed system for the new development closely resembles the one used in an Solaire WW treatment facility, which utilizes submerged membrane technology for biological nitrogen removal followed by ultraviolet light disinfection. The distributed water system employed in this facility is depicted in Figure 4.

The proposed system could consist of three trains. Initially, each train would operate at 50% capacity. As development progresses and more people move in, a third train can be added. This would allow two trains to operate at full capacity (100%), while the third would serve for maintenance and redundancy purposes.

As per Ministry of Environment Design Guideline for Sewage Works Section 10.5.4⁶ flow equalization tanks are to be sized based on the cumulative flow over a 24-hour period. Given that the wastewater flow for the development is estimated to be 280,408 L/day, the equalization tank will be sized for a capacity of 300m³ to meet the cumulative 24-hour flow requirement.

Considering the equalization requirement and inclusion of three membrane treatment trains, in addition to footprint required for the UV and Chlorine disinfection and treated water storage, the estimated footprint of the proposed treatment system is approximately 850 square meters. This makes it adaptable to fit any of the residential buildings included in the Scugog Property Development Plan, as shown in the conceptual layout included in the Appendix A. Note that the wastewater treatment system is shown to indicate the scale of the system. The final layout and location of the wastewater treatment system will be selected based on the requirements of the wastewater collections system.

There are several methods available for managing sludge, including hauling it to larger treatment facilities, conditioning and removal for land application, or incineration. The most economical and environmentally friendly disposal method will be considered.

The location of the facility will be chosen based on minimizing the need for sewage pumping and locating it at the lowest feasible point to facilitate gravity collection. The proposed system can be designed to fit into various locations, whether on the ground floor or within a dedicated building, potentially serving as an educational center for school tours and similar initiatives.

— ⁶ "Design Guidelines for Sewage Works PIBS 6879" Ministry of Environment, 2008.

5 TREATED EFFLUENT

5.1 WATER REUSE

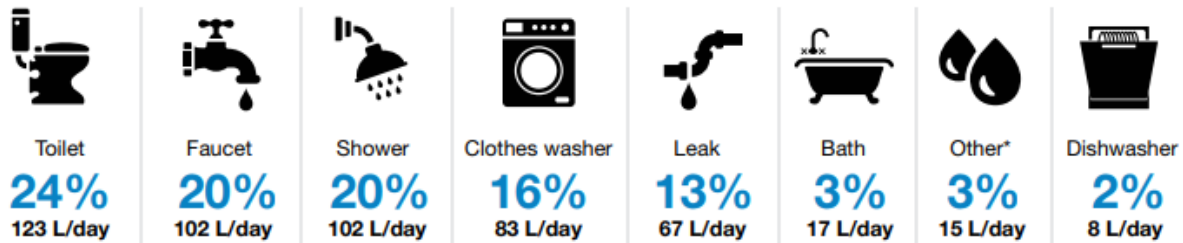


Figure 7 Water Usage Breakdown

Figure 7 depicts that toilet flushing stands out as the largest consumer of water, placing significant strain on potable water reservoirs. To alleviate this pressure and decrease reliance on traditional water sources, the primary allocation of reclaimed water will be for toilet flushing within the units. This strategy not only addresses the high demand for water in this area but also alleviates pressure on wastewater treatment facilities. Based on the water volume required for low-flush toilets (high-efficiency toilets), which is approximately 4.8 liters per flush, and considering an average of 7 toilet visits per day per person, the estimated daily volume of water needed for toilet flushing within the development will be 43,022 liters. This accounts for approximately 15.4% of the total generated reclaimed water.

Moreover, Figure 7 highlights that laundry accounts for approximately 16% of total water consumption, presenting another avenue for exploration. Reclaimed water can effectively serve this purpose, further reducing the strain on potable water sources. However, it's worth noting that households in Ontario typically engage in laundry activities during weekends, driven by lower electricity costs. This scheduling presents a challenge in managing excess water discharge or storage during weekdays.

5.2 OTHER REUSE OPTIONS

In addition to toilet flushing, reclaimed water can serve several other purposes including:

Fire Protection: Having a dedicated supply of reclaimed water enhances fire safety measures. It should be noted that the effectiveness of the fire service is dependent on the local fire chief and their strategic decisions during emergencies.

- **Vehicle Washing:** Reclaimed water is suitable for washing vehicles, contributing to water conservation efforts.
- **Cooling Tower Makeup:** Heating, Ventilation, and Air Conditioning (HVAC) processes often require evaporative cooling systems, and reclaimed water can fulfill this need efficiently.

Irrigation and Water Features: During non-winter months, reclaimed water can nourish landscapes, gardens, and decorative water features. However, it's important to note that reclaimed water cannot be used for irrigation and water features during winter due to weather limitations. For winter periods possible discharge options could be discharge directly to surface water, or otherwise to a subsurface disposal system subject to the provisions of the appropriate local environmental regulatory approvals. It is important to note however that the current site plan is such that it would be difficult to accommodate a subsurface disposal system sized to accommodate the proposed flows during winter.

5.3 DISCHARGE

In scenarios where there is an excess of treated wastewater requiring disposal, one potential solution involves redirecting it towards the nearby wetland in proximity to the new development. This approach offers the advantage of avoiding direct discharge into the lake, thus reducing the risk of surpassing permissible nitrogen and phosphorus discharge limits. A comparable method is currently employed at the Nonquon WPCP, where treated effluent is discharged into Nonquon River, which subsequently flows into Lake Scugog, rather than directly into the lake itself.

6 RECOMMENDATION AND CONCLUSION

The feasibility of private wastewater treatment system for this development aligns with The Township of Scugog's sustainability initiative outlined in Section 3.16 of The Township of Scugog Official Plan, September 2017. Additionally, the reuse of recycled water is a widespread practice observed in many countries, including Canada, USA and Australia, where various successful processes have been implemented to treat wastewater to the required level for beneficial use.

The analysis conducted on the proposed wastewater reusing system, alongside the review of successful precedents in wastewater reclamation projects, suggests a promising outlook for the implementation of the proposed system. Given the careful consideration given to aspects such as process design, raw water quality, required treatment levels, potential reuse, and optimal discharge options, there appears to be potential for the system to effectively treat wastewater and reclaim it for beneficial use.

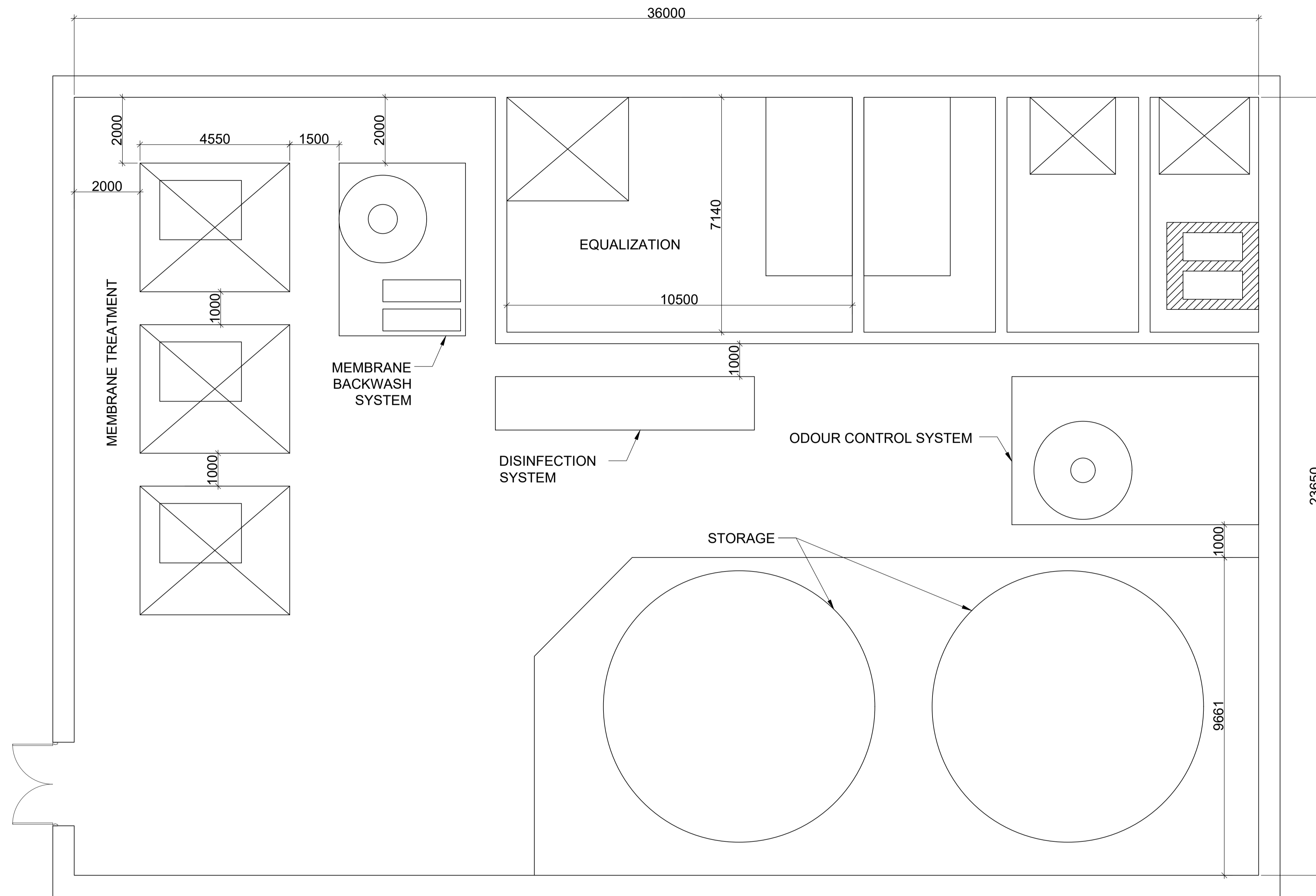
Consequently, it is suggested to consider proceeding with the development of the proposed system, as it presents a potential sustainable solution to the water resource management needs within the development area. One of the largest recycle wastewater utility in North America is located in Phoenix-Arizona (Scottsdale and the surrounding area).

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APPENDIX

A CONCEPTUAL DESIGN LAYOUT



1 CONCEPTUAL LAYOUT PLAN
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PROJECT NUMBER:	CLIENT REF. #:

TITLE: CONCEPTUAL LAYOUT PLAN

PROJECT: SCUGOG PROPERTY DEVELOPMENT
DRAWING NUMBER: P-101
REV. 0

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6.4 Sustainability Report

Sustainability Feasibility Report

Township of Scugog



28 February 2024
Project No. G2012
Draft Version

Internat Energy Solutions Canada Inc.
425 Adelaide St West, Suite 300
Toronto, ON M5V 3C1



EXECUTIVE SUMMARY

Avenu Properties retained Internat Energy Solutions Canada (IESC) to undertake a preliminary Sustainability Feasibility study for a proposed new mixed-use development in the Township of Scugog.

The proposed site is approximately 62 acres and has previously been given Site-Plan Approval for residential estate lots (20 estate homes). Avenu Properties wishes to develop the property to create a new 'inter-generational' urban community consisting of 2 residential units, incorporating compact built forms with higher densities, across a range of housing types, but mainly multi-unit low-rise.

The purpose of this Sustainability Feasibility Study is the early identification of opportunities to integrate design solutions that meet the guideline principles outlined in the Township of Scugog Official Plan. This information will be then utilized as part of the building design process and help inform of options that exist for the project.

As part of this study, IESC considered a variety of building level scale strategies with the potential to reduce the projects operational energy and carbon impact, improve resilience, wellness and maintain a natural environment with a strong focus on sustainability.

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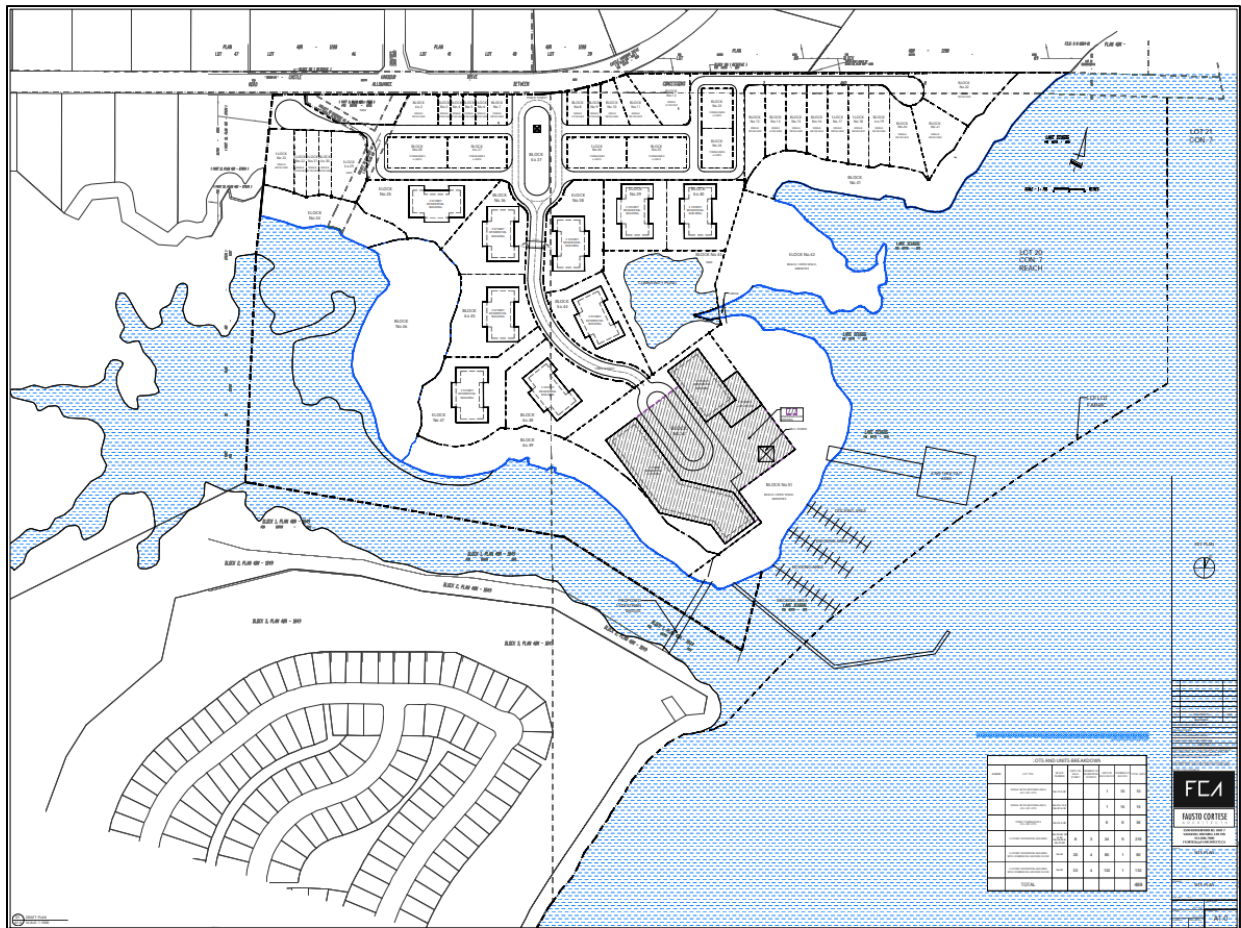
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1 INTRODUCTION AND OVERVIEW OF PROPOSED DEVELOPMENT

The proposed development is located on the south side of Castle Harbour Road and east of Simcoe Street in the Township of Scugog, in the Port Perry urban area. The current site boundaries are 62 acres in size and has previously been given Site-Plan Approval for residential estate lots (20 estate homes). The site is situated in the Urban Settlement Area of the Town of Port Perry and there are existing homes adjacent on the north side of Castle Harbour Road.

The project was reviewed by the Township of Scugog and Durham Region through a pre-consultation meeting which was held on July 26, 2023. The project was subsequently unanimously given a ‘go-ahead’ to seek Community Infrastructure and Housing Accelerator (“CIHA”) on December 4, 2023, at a meeting of Port Perry Town Council called for the purpose.

The proposed community has a total of 2 residential units, in various built forms and heights, along with waterfront areas including a marina and pedestrian bridge has been developed. Below is the draft plan of the Scugog community.



2 PURPOSE

A significant aspect for the development of the Scugog project will be the focus and dedication to assessing every aspect of construction and operation with relation to Sustainable Design. The holistic approach, that will be undertaken as part of the project's development, will be central to how Dillon Consulting will manage the work of various disciplines. This integrated approach requires planning and establishing synergies early on in the assessment phase with the various disciplines to create an optimized alignment in vision.

As part of the Scugog Official Plan there is reference made to several important building blocks that will be achieved and exceeded upon in this project. As part of the assessment completed at this initial phase of the project, Dillon will be making direct connections with the following Scugog Official Plan requirements:

- Encouraged development and utilization of alternative energy sources;
- Minimize traditional automobile use and increase use of passive transportation;
- Optimization of building orientation;
- Energy efficiency systems and use of natural environment for reduced energy loads;
- Maintaining quality of ground and surface water and sustainable usage of resources;
- Exclude the usage of harmful materials and chemicals in construction and operation;
- Site management for storm water to remove health or environmental concerns;
- Promotion of mixed-use land that reflect the existing natural heritage;
- Design process orchestrated by qualified sustainability experts;
- Native species and wildlife friendly;
- Minimized waste development;

Much of these same principles are reflected within the Durham Region's most recent Community Energy Plan and Community Climate Adaptation Plan. The project in Scugog by Avenue Properties has been defined around design principles that will look into the feasibility of the following:

- Onsite waste water treatment with extraction of thermal energy for use in buildings;
- Integration of electric vehicle/boat infrastructure and autonomous vehicles;
- Construction material selection to minimize embodied GHG emissions;
- Advance building conditioning systems that will include heat pump technology and energy recovery to facilitate decarbonization;
- Onsite energy generation through collection of solar energy and energy storage;
- Use of natural landscape, including green roof, to reduce any local heat island impacts;
- Minimize resource usage with rain water collection system to be used for grey water systems in combination with moderate to low flow fixtures;
- Integration with natural environment to facilitate passive lighting and ventilation opportunities;
- Extension of waterfront trail to improve passive transportation options;
- Mixed age residential including PACE (Program for All-Inclusive Care for the Elderly) Building;
- User friendly control systems to improve comfort to indoor spaces and optimize energy usage;
- Submetering plan to allow for measuring and optimization of energy flow at development;
- Advance commissioning for construction process to optimize building system performance;

In order to assess the feasibility of these various design opportunities, Dillon Consulting will be using existing standards and reference points. These will include, for example, recent standards for decarbonization that have been set out by the CaGBC (Canadian Green Building Council, LEED), energy and carbon intensity targets from the Toronto Green Standard (Version 4) and building comfort requirements from ASHRAE (The American Society of

Heating, Refrigeration and Air-Conditioning Engineers). These inputs, along with general assumptions provided by Avenu Properties, will give the necessary inputs that will allow for the eventual analysis and deliverables to take place as part of future submissions for the project.

- Full energy balance for the new development (including buildings and surrounding infrastructure) that will include expected energy load breakdown and expected use of renewable or recovered energy to work towards net energy standards (Analysis will show contrast between typical Ontario building code design and advance design for Scugog project).
- Assess the potential energy + resource recovery, energy generation and energy storage requirements that would be possible with the proposed technologies for the project. Analytical tools will be used along with support from existing Avenu Properties advisors for the waste water system.
- Look at year-round rain water collection potential and provide possible usage strategy for residential buildings in combination with waste water recovery. This will provide insight into how much water resource reduction is possible.
- Complete GHG Emission assessment of the Scugog development operations and provide benchmarking against typical projects in Ontario and Canada.
- Recommended strategies to be used for integration and preservation of the natural environment of the property.

The preliminary analysis and review completed by Internat Energy Solutions will allow for further refining and optimization of the vision for the project and defining of sustainability goals moving forward.

3 FEASIBLE DESIGN OPPORTUNITIES

3.1 PASSIVE DESIGN MEASURES

At this stage of design, the details of the building envelope are still under consideration. Given the typical built for multi unit residential buildings, spandrel panels and a moderate window to wall ratio are expected. While it is too early in design for envelope interface details to be developed, the project team should carefully consider these details as design progresses. Following the Terms of Reference modelling requirements all thermal bridging of the sample building envelope must be accounted for. This introduces new focus on architectural elements, including:

- Opaque Walls and reflective surfaces
- Interior and Exterior Wall Interfaces
- Slab bypasses
- Balconies
- Parapet and terrace details

Additionally, focusing on thermal insulation, air tightness and ventilation can provide significant advantages in energy reduction, thermal comfort and indoor air quality. Figure 1 shows a summary of these passive design principles.

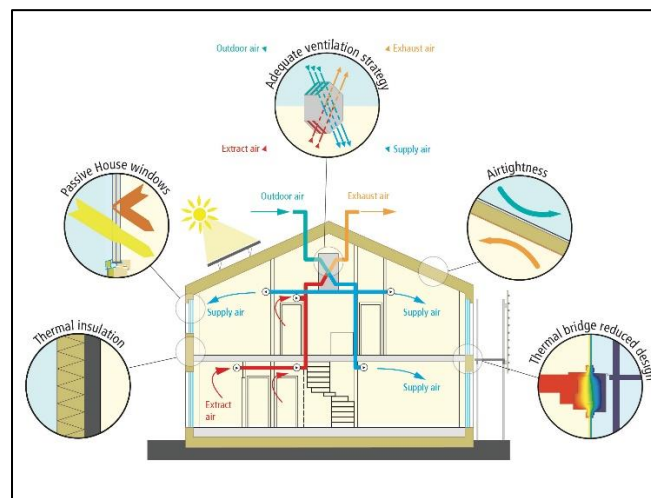


Figure 1: Passive design principles¹

The transparency of glass windows poses a notable danger to bird communities, as it impedes their ability to distinguish obstacles when seeking shelter by flying toward buildings. To mitigate the risk of fatal collisions, architectural plans should integrate various features such as overhangs, grilles, and screens as shown in Figure 2. These elements serve to enhance bird visibility and prevent unintended collisions by providing visual cues and physical barriers that birds can detect, thereby safeguarding avian populations while maintaining urban architectural aesthetics.

¹ Passive House Institute. *Passive House Requirements*. Accessed February 12, 2024 from: https://passiv.de/en/02_informations/02_passive-house-requirements/02_passive-house-requirements.htm



Figure 2: Bird-Friendly Building Design

Another environmentally and economically beneficial feature of building design is the implementation of green roofs (Figure 3). These roofs serve as a form of insulation, effectively reducing heat loss from buildings and thereby lessening the demand on heating and cooling systems. Additionally, they play a crucial role in stormwater management by decreasing runoff and alleviating strain on stormwater systems, which can help prevent sewer flooding. Green roofs also contribute to improved air quality and foster the attraction of wildlife such as birds and bees. Moreover, they enhance the aesthetic appeal of buildings and can increase property value. Overall, the integration of green roofs offers a multitude of advantages, ranging from energy efficiency and environmental sustainability to aesthetic enhancement and property value appreciation.



Figure 3: Green Rooftops

3.2 ACTIVE DESIGN MEASURES

3.2.1 Mechanical Systems

At the current design stage, mechanical systems have been considered only at a conceptual level. Commonly used heating and cooling systems in similar residential buildings encompass natural gas-fired boilers and furnaces, which notably amplify overall energy usage and greenhouse gas emissions for the structures. Typically, an additional cooling system is necessary to fulfill the building's cooling requirements. Nonetheless, in light of the environmentally conscious and sustainability-focused objectives of the project, Air-Source Heat Pumps emerge as a vastly superior alternative. These systems offer a dual function, providing both heating and cooling efficiently, thus streamlining energy consumption and mitigating environmental impact. Coupled with the low GHG emissions intensity of the Ontario electricity grid, the equipment can provide significant benefits for the development.

Air-Source Heat Pumps extract heat from outdoor air for warmth in winter and remove heat indoors for cooling in summer (Figure 4). These systems are highly energy efficient, potentially leading to significant cost savings on utility

bills compared to traditional systems. They offer consistent temperatures throughout the home, enhancing comfort, and they can serve both heating and cooling needs, eliminating the need for separate systems..

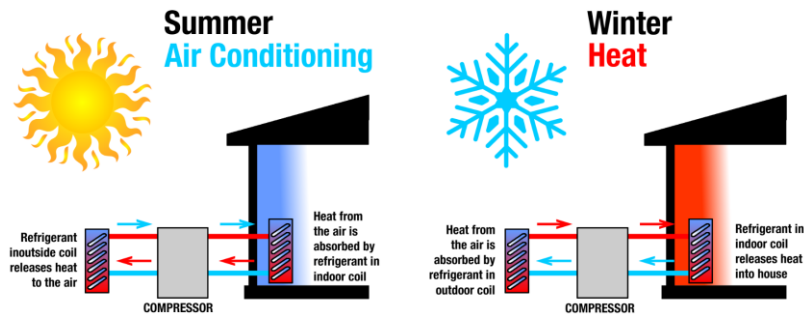


Figure 4: Bird-Friendly Building Design

3.2.2 Lighting Systems

Energy consumption in buildings is impacted significantly on the type of lighting fixtures used and their operational hours. Traditional fluorescent, incandescent and CFL fixtures consume a great deal of energy and contribute to higher lighting densities without providing sufficient illuminance. Whereas, LED lighting offers a multitude of benefits, making it a preferred choice for various applications. Firstly, LEDs are highly energy-efficient, consuming significantly less electricity compared to traditional incandescent or fluorescent bulbs, leading to substantial cost savings on energy bills. Additionally, LEDs have a longer lifespan, reducing maintenance costs and the frequency of bulb replacements. They emit very little heat, contributing to a cooler environment and minimizing the risk of fire hazards. Furthermore, LED lights are environmentally friendly, as they contain no harmful substances like mercury and can be recycled. They also offer superior lighting quality, with options for dimming and color control, providing versatility and enhancing ambiance. Overall, the adoption of LED lighting not only results in immediate financial savings but also contributes to long-term sustainability efforts while providing excellent lighting performance.

3.2.3 Water Fixtures

Low-flow fixtures, such as faucets, showerheads, and toilets, are essential components of water-efficient plumbing systems designed to reduce water consumption without compromising performance. These fixtures are engineered to deliver water at a lower flow rate compared to conventional counterparts, thereby conserving water resources and promoting sustainability. Low-flow fixtures help to minimize energy consumption associated with water heating, further contributing to cost savings and environmental sustainability. By conserving water, these fixtures also alleviate pressure on wastewater treatment systems and reduce the potential for pollution of water bodies. The adoption of low-flow fixtures represents a practical and effective strategy for achieving water efficiency goals, conserving resources, and mitigating the impacts of water scarcity and climate change.

Rainwater recovery for greywater usage is a sustainable practice that harnesses rainwater runoff from rooftops, driveways, and other surfaces for various non-potable purposes. By collecting and storing rainwater in tanks or cisterns, this method reduces the demand on potable water sources and mitigates strain on municipal water systems. The harvested rainwater can then be filtered and treated for use in activities such as irrigation, toilet flushing, laundry, and outdoor cleaning, thereby conserving freshwater resources and reducing utility costs for homeowners and businesses. Additionally, rainwater recovery helps to alleviate stormwater runoff, which can contribute to erosion, flooding, and pollution of water bodies. By integrating rainwater recovery systems into building design and urban planning, communities can promote sustainable water management practices and enhance resilience to climate change impacts, ultimately contributing to a more water-efficient and environmentally sustainable future.

There is also an opportunity for grey and black water heat recovery. These heat recovery systems offer innovative solutions for improving energy efficiency in buildings by capturing and repurposing waste heat from domestic water sources. Greywater, which includes water from sinks, showers, and laundry, and black water, which is sewage water from toilets, both contain heat energy that can be recovered using specialized heat exchangers. By transferring this

heat to preheat incoming cold water or for space heating purposes, these systems reduce the energy required to heat, resulting in lower energy bills and decreased environmental impact. By recovering heat from wastewater streams before they are discharged, grey and black water heat recovery systems help to maximize the energy efficiency of buildings while also promoting sustainable water management practices.

3.3 ADVANCED ENERGY SOLUTIONS

3.3.1 Geothermal Energy Exchange

Geothermal exchange systems use natural heating and cooling exchange from the earth, groundwater or surface water sources such as:

- Surface water features (reservoirs, ponds, lakes etc.)
- Groundwater aquifers
- Overburden materials below the water table
- Bedrock formations

These geothermal resources typically require drilling and a certain degree of engineering to access and harness the energy source. The design team should proceed with investigating the feasibility of implementing a geothermal loop to provide a constant source of carbon free energy.

3.3.2 Alternative Advanced Energy Solutions

There are other advanced energy solutions that design team can consider. A summary of alternative options are as follows:

- **Combined Heat and Power (Co-generation/CHP)**
A gas fired engine that generates electricity on-site and waste heat can be recovered to pre-heat the water for domestic hot water plant. It is becoming more common to use cogeneration system as backup generators in buildings.
- **Solar Collectors (Air Based)**
There are various types of solar collectors such as air based or liquid-based systems. However, the air-based systems are easier and more feasible to use in multi unit residential buildings. This system can pre-heat the air for makeup air units to reduce the ventilation load and save energy and cost.
- **Drain Water Heat Recovery (DWHR)**
Drain water heat recovery system can be implemented in buildings to reduce the energy consumption in DHW plant. It is a spiral copper-based heat exchanger that replaces a vertical section of the main waste drain to transfer thermal energy from wastewater to incoming cold water into the building. DWHR system is easy to integrate to the plumbing system in MURBs and provides significant savings. DWHR option is used in Tier 4 model of this study.
- **Earth Tubes**
Earth tube is a passive technology that supplies required fresh air to the building through underground concrete pipes. The air can be warmed in the winter and cooled in the summer after the tubes and depending on the size of the tube and building and required fresh air the energy savings are significant.
- **Spectrally Selective Glazing**
Spectrally selective glazing is high-performance glazing that admits as much daylight as possible, while preventing transmission of as much solar heat as possible. This system significantly reduces building energy consumption by controlling solar heat gains in summer, preventing loss of interior heat in winter and allowing occupants to reduce electric lighting use by making maximum use of daylight.

- **Battery Storage**

Battery storage has started to receive broad interest in the building industry. With newer technologies, costs are declining significantly because of improved manufacturing efficiencies and technological development, including increased capacities and lifespan. They can be used for peak load shifting that provides cost savings as well as being integrated to the solar PV system or smart grid options. The battery storage can also be part of the backup power system to improve resilience of the building.

- **Rainwater Harvesting**

Rainwater harvesting is a sustainable practice that involves collecting and storing rainwater for later use. The system can provide several key benefits including lower water consumption and costs, minimizing storm runoff, providing a buffer against drought or water shortages and easing the demand on municipal water supply and treatment.

3.4 RENEWABLE ENERGY

Photovoltaic (PV) panels are made up of a number of PV cells that convert solar radiation into DC electricity which can then be used to power equipment directly or stored in the form of a battery for later use. The life expectancy of a typical PV panel is 25+ years with little maintenance required. The expected operations and maintenance (O&M) costs associated with the installation of a PV system at this site is low. Associated O&M activities over the lifetime of this system would include light cleaning work (only when deemed necessary to ensure performance) and the replacement of the system inverter after 10 years of operation.

Various solar PV system installation types were considered as a part of this study: a rooftop mounted system, Building Integrated Photovoltaic (BIPV) and a carport system installation.

3.4.1 Rooftop PV System

Rooftop solar photovoltaic (PV) systems (Figure 5) have emerged as a leading solution for decentralized electricity generation. These systems consist of solar panels installed on rooftops to capture sunlight and convert it into electricity through photovoltaic cells. One of the primary benefits of rooftop solar PV systems is their ability to harness renewable energy, reducing reliance on fossil fuels and mitigating greenhouse gas emissions, thus contributing to climate change mitigation efforts. Additionally, rooftop solar PV systems provide a reliable and sustainable source of electricity, helping to stabilize energy costs and reduce dependence on centralized grid infrastructure. Rooftop solar PV systems can increase property value and contribute to energy independence, particularly in regions with ample sunlight. As technology advances and costs continue to decline, rooftop solar PV systems are becoming increasingly accessible and economically viable, paving the way for a more sustainable and resilient energy future.



Figure 5: Rooftop Solar PV System

3.4.2 Building Integrated Photovoltaics (BIPV)

Building Integrated Photovoltaics (BIPV) (Figure 6) are photovoltaic products and materials that function as part of building envelopes, replacing conventional construction materials such as roofs, skylights, canopies, facades, glazing and shades. The PV modules serve a dual purpose: they replace conventional building envelope materials and they generate power. The life expectancy of a typical BIPV is 25+ years with little maintenance required.

BIPV glass lowers the amount of energy consumed by minimizing solar heat gained and thereby demands on HVAC systems. Peak power consumption can also be offset simultaneously by peak energy production from BIPV. During the day, maximum sunlight hours and solar power system energy production generally correspond with peak electricity demand. This is even more important because peak production from the system is realized during daylight hours when utility prices are highest.



Figure 6: Building Integrated PV System

3.4.3 Carport PV Systems

Carport PV systems are versatile installations that can be located in existing parking lots offer other benefits such as vehicle coverage and integration with electric vehicle (EV) infrastructure. The system presented here represents the maximum capacity, with carport PV systems located at each of the site's existing parking spots.



Figure 7: Carport PV System

3.5 MAINTAINING NATURAL ENVIRONMENT

Maintaining the natural environment for the Township of Scugog is crucial as per the Official Plan for preserving biodiversity, protecting ecosystems, and ensuring the well-being of both humans and wildlife. Implementing measures to safeguard the natural environment in these areas involves a combination of conservation efforts, sustainable development practices, and community engagement initiatives.

One key measure is the establishment and enforcement of shoreline protection regulations and zoning ordinances to limit development in ecologically sensitive areas and prevent habitat destruction. This includes maintaining setback requirement of 30 meters from the shoreline (as per the Official Plan), controlling land use activities, and implementing erosion control measures to prevent shoreline degradation.

Promoting the use of environmentally-friendly construction materials and techniques can minimize the ecological footprint of development projects near shorelines. This involves encouraging the use of native vegetation for landscaping, implementing green infrastructure practices such as permeable pavements to reduce stormwater runoff, and adopting low-impact design principles to minimize disturbances to natural habitats.

Community education and outreach programs are also essential for raising awareness about the importance of shoreline conservation and empowering residents to act accordingly to protect their local ecosystems. This includes organizing volunteer clean-up events, providing educational workshops on coastal ecology and conservation, and fostering partnerships between local governments, community organizations, and environmental groups to promote stewardship of shoreline areas.

By implementing these measures and fostering a culture of environmental stewardship within shoreline communities, we can work towards achieving a balance between human development and the conservation of the natural environment, ensuring that future generations can continue to enjoy the benefits of healthy and vibrant coastal ecosystems.

4 BUILDING CERTIFICATIONS

Building certifications offer numerous advantages for both building owners and occupants. These certifications provide a strict framework for evaluating and recognizing buildings that meet high standards of sustainability, energy efficiency, and environmental performance. By achieving certification, buildings demonstrate their commitment to reducing environmental impact, promoting occupant health and well-being, and enhancing overall quality of life. Building certifications also help to increase property value and marketability, as certified buildings are often viewed favorably by tenants, investors, and potential buyers. Considering the strict framework and guidelines, these certifications can lead to operational cost savings through reduced energy and water consumption, as well as lower maintenance and operational expenses over the building's lifecycle. Additionally, building certifications contribute to environmental stewardship by encouraging the adoption of sustainable building practices and technologies, ultimately leading to a more resilient and sustainable built environment for present and future generations.

Some of the most prominent building certification that can be achieved for the community of Scugog are:

- Leadership in Energy and Environmental Design (LEED)
- Passive House
- ENERGY STAR for Homes

Certifying the buildings and homes in the Scugog community will demonstrate leadership in environmental stewardship, resource conservation and occupant health and well-being. The entire community of Scugog will contribute to reducing greenhouse gas emissions, conserving natural resources and creating healthier, more sustainable communities.

4.1 LEADERSHIP IN ENERGY AND ENVIRONMENTAL DESIGN (LEED)

LEED (Leadership in Energy and Environmental Design) certification is a globally recognized rating system for green building design, construction, operations, and maintenance. In Ontario, Canada, LEED certification is widely sought after as a benchmark for sustainable building practices and environmental responsibility.

LEED certification evaluates buildings across several categories, including energy efficiency, water conservation, indoor environmental quality, materials selection, and sustainable site development. Buildings earn points in each category based on various criteria, such as energy performance, use of renewable energy, water-efficient landscaping, indoor air quality management, and use of sustainable materials.

In Ontario, achieving LEED certification requires a comprehensive approach to sustainable design and construction, involving collaboration among architects, engineers, contractors, and building owners. Projects pursuing LEED certification undergo a rigorous process of documentation, verification, and performance testing to demonstrate compliance with LEED standards.

4.2 PASSIVE HOUSE

Passive House certification is a rigorous standard for energy efficiency in buildings, including residential homes and commercial structures. It originated in Germany and has gained international recognition for its stringent requirements in reducing energy consumption and maintaining high levels of occupant comfort.

In Ontario, Canada, Passive House certification is increasingly sought after as part of the province's efforts to promote sustainable building practices and reduce greenhouse gas emissions. Buildings that meet the Passive House standard are designed and constructed to minimize energy use for heating and cooling, relying on passive strategies such as insulation, airtight construction, high-performance windows, and heat recovery ventilation systems.

Passive House buildings in Ontario undergo thorough energy modeling and testing to ensure they meet specific criteria for heating and cooling energy demand, airtightness, and overall comfort. Once certified, these buildings demonstrate exceptional energy efficiency and environmental performance, contributing to Ontario's goals for a low-carbon future and sustainable development.

Achieving Passive House certification in Ontario requires collaboration among architects, engineers, builders, and developers who are committed to pushing the boundaries of energy-efficient design and construction. As the demand for energy-efficient buildings continues to grow, Passive House certification remains a valuable benchmark for achieving high-performance, sustainable buildings in Ontario and beyond.

4.3 ENERGY STAR FOR HOMES

Energy Star for Homes is a renowned certification program in Canada, championed by Natural Resources Canada, aimed at promoting energy efficiency and sustainability in residential buildings. Through stringent guidelines and rigorous assessments, Energy Star for Homes ensures that certified homes meet high standards of performance, reducing energy consumption and greenhouse gas emissions while enhancing comfort and durability.

Key features of Energy Star-certified homes include advanced insulation, high-performance windows, energy-efficient heating and cooling systems, and efficient appliances and lighting. By prioritizing these features, Energy Star-certified homes not only deliver significant energy savings for homeowners but also contribute to a healthier environment by reducing carbon emissions.

Energy Star for Homes certification provides homeowners with confidence in their investment, offering assurance of quality, comfort, and long-term value. As Canada continues to prioritize sustainability and combat climate change, Energy Star for Homes plays a crucial role in driving the adoption of energy-efficient building practices and fostering a greener, more resilient housing sector.

5 CONCLUSION

The opportunity to apply Sustainable design principles for the Scugog community development project appears highly promising and in accordance with the Official Plan. With a clear focus on maintaining the natural environment, protecting wildlife, and implementing effective measures to reduce resource consumption and greenhouse gas emissions, the project demonstrates a strong commitment to environmental stewardship.

In Scugog, buildings can leverage high-efficiency technologies across their building envelope, lighting systems, mechanical infrastructure, and domestic hot water systems. By embracing these technologies, buildings can realize cost savings through reduced resource consumption, heightened efficiency, and decreased operational expenses. Implementing such measures can bolster market competitiveness by appealing to environmentally conscious consumers and positioning buildings as leaders in sustainability. Additionally, by proactively adopting these technologies, buildings can mitigate potential risks stemming from future regulatory changes or market shifts, ensuring long-term viability and resilience in a rapidly evolving landscape.

From an environmental perspective, preserving Scugog's natural landscape involves several key strategies. These include strategies to mitigate disruptions to the shoreline, design buildings with consideration for bird habitats, manage storm and wastewater effectively, and embrace renewable energy sources. By minimizing disturbances to the shoreline and adopting measures to curb pollution and waste, the community of Scugog can not only safeguard its natural surroundings but also foster opportunities for ecological growth and vitality. Through these proactive efforts, Scugog can maintain its rich biodiversity, protect vital ecosystems, and promote a sustainable coexistence between its residents and the environment.

By integrating various measures and strategies, the Scugog community can meet its sustainability goals, striking a harmonious equilibrium between human progress and environmental conservation. Scugog's steadfast commitment to sustainability serves as an admirable model for upcoming community initiatives, showcasing the capacity to establish vibrant, eco-conscious neighborhoods that prioritize the welfare of inhabitants and the health of the planet. This dedication not only sets a precedent for responsible development but also underscores the potential for fostering resilient communities that thrive in harmony with their natural surroundings.

While challenges and trade-offs may arise in implementing sustainability initiatives, such as balancing short-term costs with long-term benefits or navigating complex regulatory landscapes, proactive planning, stakeholder collaboration, and innovation can help overcome these obstacles.

6.5 Durham Region Private Utility Agreement 2007 (Wyndance)

PLAN OF VACANT LAND CONDOMINIUM C-U-2003-01



RESPONSIBILITY AGREEMENT

This Agreement dated March 15, 2007 is made

B E T W E E N:

CLUBLINK CORPORATION and
EMPIRE (ESTATES OF WYNDANCE) LTD.
(collectively the "Owner")

- and -

THE REGIONAL MUNICIPALITY OF DURHAM
(the "Region")

- and -

CLUBLINK CORPORATION
ROYAL BANK OF CANADA
(the "Encumbrancer")

RECITALS

WHEREAS:

- (a) The Owner warrants and represents that it owns property in the Township of Uxbridge in the Regional Municipality of Durham on which it intends to develop a golf course, a residential community and commercial uses (the "Development") and that there are no encumbrancers of the Property save and except in favour of the Encumbrancer herein;
- (b) On August 11, 2004, the Ontario Municipal Board approved site specific amendments to the Durham Regional Official Plan, the Official Plan for the Township of Uxbridge and Zoning By-law No. 81-19 of the Township of Uxbridge in relation to the Property and gave draft approval, subject to Draft Plan Conditions, to a vacant land condominium plan on the Residential Lands;
- (c) As approved by the Ontario Municipal Board, the Owner intends to service the Development by communal water supply and sanitary sewerage systems that are to be privately owned and operated. Approval to construct and operate the systems will be required from the Region and the Ministry of the Environment;
- (d) The Board further ordered that pursuant to subsection 51(56.1) of the *Planning Act*, the Region shall have authority to clear the conditions of the draft plan approval and to administer final approval of the plan of condominium for the purpose of subsection 51(58) of the *Planning Act*, R.S.O. 1990, c. P.13 ;
- (e) In accordance with the Draft Plan Conditions approved by the Board, the Owner is required to enter into a Responsibility Agreement to the satisfaction of the Region for the design, construction, maintenance, operation, monitoring and financial security of the private communal water and wastewater systems that are proposed for the servicing of the Property;
- (f) In order to develop the Property, the Owner must apply to the Township of Uxbridge under section 41 of the *Planning Act* R.S.O. 1990, c.P.13, for site plan

approval and must apply to the Region under Section 9 of the *Condominium Act*, 1998 for approval of a vacant land condominium;

- (g) Pursuant to section 53 of the *Ontario Water Resources Act*, R.S.O. 1990, c. O.40, the Owner will require a Certificate of Approval for the construction, operation, monitoring and maintenance of the Communal Wastewater System and, as a condition of granting such Certificate of Approval, the Ministry of the Environment (Ontario) will require that the Owner enter into a responsibility agreement with the Region which includes the consent of the Region and provides for appropriate financial security to the Region. Pursuant to section 53 of the *Safe Drinking Water Act*, 2002, S.O. 2002, c.32, the Owner will require the Region's written consent, subject to such conditions and limits that it considers necessary to prevent a deficiency in connection with the Communal Water System, for the installation of a non-municipal residential drinking water system;
- (h) Pursuant to section 93 of the *Municipal Act, 2001*, S.O. 2001, c.25, the Owner requires the consent of the Region to construct the Systems (as hereinafter defined) and this Agreement is being entered into as a condition of such consent being given; and
- (i) The Region wishes to enter into this Agreement to ensure the appropriate design, construction, operation, maintenance, monitoring and financial security of the Systems, as well as to set out what the Region will do in cases where the Systems are not being operated or maintained properly, and or the Owner is unable, or unwilling to comply with Ministry of Environment or Region of Durham standards, and to ensure that the Owner and any subsequent owners bear full financial responsibility for such Systems in perpetuity.

NOW THEREFORE the Owner, the Region and the Encumbrancer agree as follows:

ARTICLE 1

INTERPRETATION

Definitions

1. In this Agreement and in the recitals above,

- (a) “**Agreement**” means this Responsibility Agreement and attached Schedules;
- (b) “**Applicable Laws**” means all federal, provincial and municipal laws, by-laws, rules, regulations, orders, approvals, permits, standards, and all other governmental requirements applicable to (i) the design, construction, operation, maintenance, monitoring and financial security of the Systems, or (ii) any other requirement of the Owner under this Agreement;
- (c) “**Asset Management Plan**” means a plan that identifies major rehabilitation and replacement works over the lifecycle of the Systems, to be updated every five (5) years, prepared by the Owner's Engineer and approved by the Region, described in Sections 62 to 65 of this Agreement;
- (d) “**Capital Works Plan**” means a five (5) year plan submitted annually for repairs and replacement of the Systems prepared by the Owner's Engineer described in Sections 66 to 73 of this Agreement;
- (e) “**Capital Works Reserve Fund**” means the reserve fund established by the Region sufficient to fund the cost of a fifty (50) year Asset Management Plan for the rehabilitation and replacement of the Systems as

(c) Commissioner of Finance Fax No: 905-666-6256

(d) Regional Solicitor Fax No: 905-668-4752

(3) Any notice to the **Encumbrancer** under this Agreement shall be in writing and shall be delivered to the following addresses:

Royal Bank of Canada

Real Estate Markets – York/Barrie Region of Durham
3300 Highway 7, Suite 300
Concord, Ontario
L4K 4M3

Attention: Peter Weller, Senior Account Manager
Fax No: 905-738-4425

ClubLink Corporation

15675 Dufferin Street
King City, Ontario
L7B 1K5

Attention: Robert Visentin, CFO
Fax No. 905-841-1134

(4) Notice shall be sufficiently given if,

- (a) delivered in person;
- (b) sent by registered mail; or
- (c) sent by facsimile transmission during normal business hours on a business day.

(5) Each notice sent shall be deemed to have been received,

- (a) on the day it was delivered;
- (b) on the third business day after it was mailed; or
- (c) on the same day that it was sent by facsimile transmission or on the first business day thereafter if the day on which it was sent by facsimile transmission was not a business day.

(6) The Owner may change its address for notice by giving notice to the Region Clerk in the manner provided in this Section.

IN WITNESS WHEREOF the Owner, the Encumbrancer and the Region have executed this Agreement.

EMPIRE (ESTATES OF WYNDANCE) LTD.

“Daniel Guizzetti”

Per: _____

Daniel Guizzetti - President

Per: _____

CLUBLINK CORPORATION

“Robert Visentin”

Per: _____

Robert Visentin, CFO

Per: _____

THE REGIONAL MUNICIPALITY OF DURHAM

“Roger Anderson”

Per: _____

Roger Anderson, Regional Chair

“Pat Madill”

Per: _____

Pat Madill, Regional Clerk

THE ROYAL BANK OF CANADA

“P.F. Weller”

Per: _____

P.F. Weller, Senior Account Manager

“Randy Scarrow”

Per: _____

Randy Scarrow, Account Manager

For access to the complete Wyndance Responsibility Agreement (Plan of Vacant Land Condominium C-U-2003-01 Responsibility Agreement), please reach out to Jim Meng – The Project Manager at Avenu Properties Corp, at jim.meng@avenuproperties.com.

6.6 Environmental

6.6.1 GHD Feasibility Report (2024)



EQUUS/SCUGOG at Castle Harbour Rd

Natural Heritage Feasibility Letter

Avenu Properties Corporation, Project Developer
and to
16941 Simcoe St. Developments Inc., Land Title
Owner

03 June 2024

→ The Power of Commitment



Our ref: 12636001

03 June 2024

**David Medhurst, Project Director
Avenu Properties Corporation
Suite 110, 255 Consumers Rd.,
Toronto, ON M2J 4R3**

**Peter Wei, A.S.O.
16941 Simcoe St. Developments Inc.
Suite #1100, 251 Consumers Rd.,
Toronto, ON M2J 4R3**

Dear Peter Wei and David Medhurst,

GHD has been retained by Avenu Properties Corporation on behalf of Simcoe St. Developments Inc. to complete a natural heritage feasibility report to support a Ministry of Zoning Order Application for a proposed draft plan of subdivision located on Lot 20, Concession 7 on Castle Harbour Road in the Township of Scugog, in the Region of Durham.

This scope of this report was based on a meeting held with the client, planner and GHD on March 25, 2024. This report will: outline key natural heritage features and species at risk (SAR); outline key natural resource issues and concerns; outline limits of development based on legislated and recommended buffers; policy compliance and implementation and recommendations and protection measures, as well as permits that may be required.

Regards,







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Aquatic Biologist
+1 249 504-0043
stacey.zwiers@ghd.com



Chris Ellingwood
Senior Wetland and Terrestrial Biologist
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chris.ellingwood@ghd.com



Project name		EQUUS/SCUGOG and Castle Harbour Rd					
Document title		EQUUS/SCUGOG at Castle Harbour Rd Natural Heritage Feasibility Letter					
Project number		12636001					
File name		12636001_LTR_CastleHarbour.docx					
Status Code	Revision	Author	Reviewer		Approved for issue		
			Name	Signature	Name	Signature	Date
S4	01	Katrina Greenfield, Candice Talbot	Stacey Zwiers		Chris Ellingwood		April 19, 2024
S4	02	Katrina Greenfield, Candice Talbot	Stacey Zwiers		Chris Ellingwood		June 3, 2024

GHD

Contact: Stacey Zwiers, Aquatic Biologist
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 Peterborough, Ontario K9J 6X7, Canada
 T +1 705 749 3317 | ghd.com

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Attachments

Attachment 1	Conceptual Site Plan (September, 2023)
Attachment 2	Figure 1 from Environmental Impact Study (NEA, 2017).

1. Introduction

1.1 Background

In 2017, GHD (formerly Niblett Environmental Associates Inc.) was retained by a previous client to prepare an update to an existing Environmental Impact Study (EIS) that was originally written in 2004, for a proposed residential development on this shoreline property. The property is located at Part Lot 19 & 20, Concession 7 in the Township of Scugog, Regional Municipality of Durham and is within the Urban boundary of Port Perry. The property is located east just off Simcoe Street on the north edge of Port Perry along the shoreline of Lake Scugog.

The results of the study concluded that the natural features and ecological functions of the Port Perry North Wetland Complex have the potential to be negatively impacted by the proposed development, additional permitting and consultation with agencies will be required to develop the current site plan. Given the nature of the development, mitigation measures have been provided that should be implemented when carrying out the works.

1.2 Purpose of this Report

GHD has been engaged to conduct a feasibility study aimed at updating information from previous assessments. The resulting report will delineate a variety of aspects. The study will outline key natural heritage features and species at risk. By examining existing data, the report will identify pertinent natural resources issues and potential challenges. This includes factors such as areas of concern for development. Additionally, based on legislative requirements and recommended guidelines, the study will define limits for development. Buffer zones around sensitive areas will be established to safeguard ecological integrity. The report will also assess the alignment of proposed development with existing policies and regulations. Recommendations for adherence and effective implementation will be provided including identifying any necessary permits. Finally, the report will propose protective measures. GHD's feasibility study aims to provide the client with an overall assessment of the property and the measures required for the proposed development.

1.3 Scope and Limitations

This report: has been prepared by GHD for 16941 Simcoe St. Developments Inc. and may only be used and relied on by 16941 Simcoe St. Developments Inc. for the purpose agreed between GHD and 16941 Simcoe St. Developments Inc. as set out in section 1.1 of this report.

GHD otherwise disclaims responsibility to any person other than 16941 Simcoe St. Developments Inc. arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.

The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.

The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.

The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described in this report (refer section(s) 5 of this report). GHD disclaims liability arising from any of the assumptions being incorrect.

2. Results and Discussion

The following information is based on the field work and data found in an Environmental Impact Study completed in 2017 that was prepared for a previous proponent on this same parcel (NEA, 2017). The current conceptual site plan for this site has been provided in Attachment 1 and the figure from the EIS submitted in 2017 illustrating survey locations and recommended buffers has been provided in Attachment 2.

2.1 Natural Heritage

2.1.1 Provincially Significant Wetlands

One provincially significant wetland (PSW) is located adjacent to the subject property, the Port Perry North Wetland Complex PSW (MNR, 1989). The wetland is largely confined to the shores of Lake Scugog, with portions protruding inland as marsh and swamp inlets on the south side of the property.

The key natural heritage features and functions of this provincially significant wetland as identified in the evaluation were:

- Open water habitats
- Diversity of wetland community types
- Resource value (baitfish, furbearers)
- Moderate recreational usage (hunting, fishing, boating)
- Regionally significant fish spawning and rearing (muskellunge)
- Locally rare plant species (5)
- Foraging area for provincially vulnerable species (black tern)

2.1.2 Unevaluated Wetlands

A small portion of unevaluated wetland is identified on Site, outside of the MNR mapped PSW. This unevaluated layer is identified by MNR mapping and was identified to be a swamp thicket wetland by GHD in 2017. Several smaller unevaluated wetland pockets were identified sporadically throughout the Site in previous surveys from 2016 and 2017. These wetlands are currently not mapped by MNR as PSW and no application was made to add these to the PSW complex. The wetlands are a mix of swamp and meadow marsh types.

2.1.3 Wildlife Corridors and Linkages

Wildlife Corridors and linkages are identified within the shoreline and PSW wetland within the Site.

2.1.4 Regionally Rare Plants and Vegetation

Nine regionally rare species defined by Varga (2001) and were found on the Site in 2016/2017. These species were: sweet gale (*Myrica gale*), pale water-mifoil (*Myriophyllum sibiricum*), red paniced dogwood (*Cornus foemina Miller ssp. Racemose*), purple-stemmed angelica (*Angelica altropurpurea*), field thistle (*Cirsium discolor*), white heath aster (*Symphotrichum pilosum var. pilosum*), sessile-fruited arrowhead (*Sagittaria rigida*), water celery (*Vallisneria americana*) and Canadian rush (*Juncus canadensis*).

A review of the NHIC database (2024) found no records for significant plant species found within a 10km-by-10km radius including the subject area.

No rare vegetation community types were found within the study area based on the ELC codes identified (Bakowsky, 1997).

2.1.5 Fish and Fish Habitat

The study area on Lake Scugog lies within a provincially significant wetland. It encompasses the Beaver Meadow Marsh embayment and falls within the Lake Scugog sub-watershed. Lake Scugog supports a recreational, commercial, and aboriginal warm-water fishery, including species like walleye (*Sander vitreus*), yellow perch (*Perca flavescens*), largemouth bass (*Micropterus salmoides*), smallmouth bass (*Micropterus dolomieu*), and muskellunge (*Esox masquinongy*). During site visits, biologists observed sunfish (*Centrarchid*) nests, making this shoreline habitat suitable for spawning, nursery, and rearing habitat for sunfish, carp and minnows (*Cyprinidae*), and pike, pickerel and mudminnow (*Esocidae*) species. The littoral habitat with the Site encompasses largemouth bass spawning area (sensitive fish spawning habitat in Lake Scugog).

A small drainage ditch enters the study area on the northern portion of the property that conveys flows from Castle Harbour Drive into the wetland. The ditch is assumed to only have flowing water during high flow events such as those that occur during the spring and fall.

2.1.6 Birds

Forty-seven (47) bird species were observed within the Site during previous surveys. Some of these species included mourning dove (*Zenaida macroura*), northern flicker (*Colaptes auratus*), great crested flycatcher (*Myiarchus crinitus*), eastern kingbird (*Tyrannus tyrannus*), warbling vireo (*Vireo gilvus*), red-eyed Vireo (*Vireo olivaceus*), American crow (*Corvus brachyrhynchos*), gray catbird (*Dumetella carolinensis*), European starling (*Sturnus vulgaris*), song sparrow (*Melospiza melodia*), common grackle (*Quiscalus quiscula*) and American goldfinch (*Carduelis tristis*). The adjacent marsh harboured swamp sparrow (*Melospiza georgiana*), red-winged blackbird (*Agelaius phoeniceus*), yellow warbler (*Dendroica petechia*) and common yellowthroat (*Geothlypis trichas*).

2.1.7 Herpetofauna and other wildlife

Four amphibian species were identified during 2016 and 2017 field surveys, spring peeper (*Pseudocris crucifer*), wood frog (*Rana sylvatica*), northern leopard frog (*Rana pipiens*) and painted turtle (*Chrysemys picta*). One additional species was identified during June 2004 surveys, American bullfrog (*Rana catesbeiana*). One reptile was observed, a basking midland painted turtle (*Chrysemys picta*) in 2017 while staff conducted aquatic surveys.

No other wildlife species were identified during the 2016 or 2017 field surveys. Five mammals were recorded during surveys in June 2002 and included white-tailed deer (*Odocoileus virginianus*), red squirrel (*Tamiasciurus hudsonicus*), gray squirrel (*Sciurus carolinensis*), striped skunk (*Mephitis mephitis*) and raccoon (*Procyon lotor*).

2.2 Species at Risk

Previous surveys identified the following Species at Risk (SAR) on the Site. These species included: least bittern (*Ixobrychus exilis*) (THR), barn swallow (*Hirundo rustica*) (SC) and black ash (*Fraxinus nigra*) (END) and midland painted turtle (SC). At the time of surveys, black ash was not yet listed, but has since been designated as Endangered. At the time of surveys, midland painted turtle was also unlisted, but has now been listed as Special Concern.

The least bittern was identified in the large west cattail marsh depicted as Community 10, the barn swallow was identified foraging over the Site, but no nesting habitat had been identified. Black ash was identified in communities 6 and 10. Midland painted turtle was identified as along the shoreline basking.

3. Natural Heritage Features and Impact Assessment

3.1 Provincially Significant Wetlands and Unevaluated Wetlands

The PSW is located to the south and east of the property and within two existing embayment's of Lake Scugog and the mouth of the Beaver Meadow Creek. Maintaining the natural vegetation of the 30-metre buffer from the wetland boundary is recommended with the development envelope outside of that buffer. The buffer will function to reduce noise, runoff, activity, and light from impacting the wildlife that inhabit the wetland. Additionally, some of the unevaluated wetlands are also currently proposed to be developed. As well as shoreline amenities and docking. There will be further discussion required with the agencies regarding the current concept plan and possible revisions, as well as policy compliance and permitting.

GHD notes that previous surveys completed in 2016 and 2017 may not reflect the current landscape, and wetland characteristics of both the PSW and unevaluated wetland may have become larger or smaller in size since initial assessments and could now currently be used by wildlife and waterfowl.

Consultation with the agencies will be required during the next phases of the project to confirm the wetland boundaries, status and the 30 m buffer widths. Additional permitting and review may be required from KRCA, DFO, MNRF and Parks Canada.

3.2 Wildlife Corridors and Linkages

The main corridor for wildlife movement is along the shoreline area for migrating birds and mammals. Minor linkages across the property and east to fragmented woodlands exist but have been interrupted partially by adjacent developments. The wetland and shoreline buffers are important to maintain this function.

3.3 Species at Risk and Regionally Rare Plants and Vegetation

Loss of vegetation within the current development envelope will result in the loss of wildlife habitat and vegetation cover. Most of the site was comprised of regenerating fields. The site historically had been disturbed and contained species typical of disturbed sites throughout all the vegetation communities.

Black Ash, which at the time of previous surveys was not considered Endangered, was in wetland communities within the PSW and its buffers. Further surveys would be required to assess black ash and locate individuals should they still exist. Currently the development proposed includes works within these buffers and may impact this species. Permitting would be required by the Ministry of Environment, Conservation and Parks (MECP).

A threatened marsh bird species was also present, that needs to be re-confirmed through surveys. If still present an ESA permit from MECP would be required. Discussions with that agency will need to be conducted.

Six native regionally rare vegetation species were identified on the Site. Red-panicked dogwood (*Cornus racemose*), purple-stemmed angelica (*Angelica atropurpurea*), field thistle (*Cirsium discolor*) and white heath aster (*Symphotrichum pilosum* var. *pilosum*), Canada rush (*Juncus canadensis*), will all require removal. It is recommended that transplanting a population of these species outside of the proposed development area and into an area of similar habitat may be required. Sweet gale (*Myrica gale*), sessile-fruited arrowhead (*Sagittaria rigida*) and water celery (*Vallisneria americana*) should all be protected within the PSW and a 30-metre buffer from it, however these species may be impacted by the proposed development plan.

3.4 Fish and Fish Habitat

The littoral habitat within the Site encompasses largemouth bass spawning area, which is sensitive habitat that requires protection, the current site plan for the proposed development will have works located near Lake Scugog shoreline and within the water below the high-water mark. Proposed works include the construction of communal docks, a pier lookout, a pedestrian bridge, a beach and a break wall. The small ditch on the northern side of the property will be protected within the development easement. Sediment and erosion control measures including perimeter silt fencing, stabilization of disturbed soils; minimizing duration of exposed soils; avoiding work during precipitation events; and catch basin filtration will be adequate to minimize the transportation of eroded soils outside of the development area into the Lake.

The Castle Harbour subdivision project works have the potential to have residual negative effects on fish or fish habitat given in-water works are proposed. All mitigation measures, sediment and erosion measures, and best management practices prescribed for the project must be followed to the best of the contractor's abilities. Furthermore, the assessment was completed utilizing the data from 2017. Updated detailed assessments will be required to determine the effects and refine mitigation measures. With the potential of the Castle Harbour subdivision project works to cause harm to fish and fish habitat, further consultation with DFO, the conservation authority and Parks Canada-Trent Severn Waterway is required. Further discussions with agencies will be required as site plans are finalized moving into the detailed design phase.

3.5 Birds

The current site plan shows development of the property, which has the potential to negatively impact breeding bird populations.

Previous data from 2016 and 2017 indicated that birds protected under the MBCA were using the site for nesting and foraging. Any vegetation removal should occur outside of the core breeding bird timing window. This timing window as defined by ECCC for this region of Ontario is from April 1 to August 31.

3.6 Herpetofauna

As herpetofauna were identified on Site in previous surveys in 2016/2017, including SAR turtle species and several frog species. The current site plan proposes shoreline works and works within their 30-m buffers. Impacts to breeding habitat and egg laying habitat may occur due to the proposed works. Additional field work may be required to confirm the presence of these species and their usage of the property. Mitigation measures will be developed as part of the EIS.

4. Policy Requirements and Potential Permitting

4.1 Federal Legislation

4.1.1 Fisheries Act

The purpose of the Fisheries Act, Fish and Fish Habitat Program is to help conserve and protect fisheries and aquatic ecosystems. Specifically, the fish and fish habitat protection provisions are intended to prevent the death of fish or the harmful alteration, disruption or destruction of fish habitat from projects taking place in and around fish habitat. In addition, the Act administers relevant provisions of the federal Species at Risk Act.

If a project has the potential to cause the death of fish, harmful alteration, disruption or destruction of fish habitat than an authorization is required from the Minister of Fisheries and Oceans as per Paragraph 34.4(2)(b) or 35(2)(b) of the Fisheries Act Regulations.

The proposed development envelope includes extending beyond the top of the bank and below the high water mark. This expansion has the potential to adversely affect fish and their habitat. Specifically, the project design may lead to fish mortality and alterations in the fish habitat within Lake Scugog. It is advisable to consult with DFO staff regarding these works to ensure compliance with the Fisheries Act Regulations.

4.1.2 Migratory Birds Convention Act

The purpose of the Migratory Birds Convention Act (MBCA 1994) is to implement the Convention by protecting and conserving migratory birds — as populations and individual birds — and their nests.

No work is permitted to proceed that would result in the destruction of active nests (i.e., nests with eggs or young birds) or the wounding or killing of bird species protected under the MBCA and/or Regulations under that Act.

4.1.3 In-Water and Shoreline Work Permit Application Trent-Severn Waterway National Historic Site of Canada

When works occur near the water and on the shorelines of the Trent Severn Waterway National Historic Site, a permit under the regulation may be required. The permit is in place to ensure that proposed activities do not impact the waterway, environment or historical sites.

As in water works are being proposed, the project may be subject to the Trent-Severn Waterway (TSW) Policies for In-Water and Shoreline Works and Related Activities. Detailed aquatic habitat assessments will likely have to be completed by a professional biologist to complete a TSW Basic Impacts Analysis (BIA).

4.2 Provincial Legislation

4.2.1 Endangered Species Act, 2007

The purposes of the Ontario Endangered Species Act (ESA 2007) are to:

1. To identify species at risk based on the best available scientific information, including information obtained from community knowledge and aboriginal traditional knowledge;
2. To protect species that are at risk and their habitats, and to promote the recovery of species that are at risk;
3. To promote stewardship activities to assist in the protection and recovery of species that are at risk. 2007, c. 6, s. 1. (Government of Ontario, 2019)

The ESA clearly defines the five classifications of species status as extinct, extirpated, endangered, threatened, or special concern, and provides guidelines on the process of species status determination.

Ontario Regulation 242/08 explains possible exemptions to the ESA and details on how the purpose of the ESA is to be carried out. A permit under this act may be required for this development.

4.2.2 Provincial Policy Statement, 2020

The Provincial Policy Statement, 2020 (PPS) is the statement of the Ontario government's policies on land use planning. It applies province-wide (in the province of Ontario) and provides provincial policy direction on land use planning. Municipalities use the PPS to develop their official plans and to guide and inform decisions on other planning matters. The PPS is issued under Section 3 of the Planning Act and all decisions affecting land use planning matters 'shall be consistent with' the Provincial Policy Statement (Government of Ontario, 2020). Compliance with this policy is required, as well as applicable buffers to protect those features and functions. The recommended 30 m buffer from the PSW and fish habitat is designed to meet those requirements.

Portions of Sections 2.1.4-2.1.8 of the Provincial Policy Statement (PPS 2020) apply to this project.

- 2.1.4 *Development and site alteration shall not be permitted in:*
 - a. *significant wetlands in Ecoregions 5E, 6E and 7E1; and*
 - b. *significant coastal wetlands.*
- 2.1.5 *Development and site alteration shall not be permitted in:*
 - a. *significant wetlands in the Canadian Shield north of Ecoregions 5E, 6E and 7E;*
 - b. *significant woodlands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River);*
 - c. *significant valleylands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River);*
 - d. *significant wildlife habitat;*
 - e. *significant areas of natural and scientific interest; and*
 - f. *coastal wetlands in Ecoregions 5E, 6E and 7E1 that are not subject to policy unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.*
- 2.1.6 *Development and site alteration shall not be permitted in fish habitat except in accordance with provincial and federal requirements.*
- 2.1.7 *Development and site alteration shall not be permitted in the habitat of endangered species and threatened species, except in accordance with provincial and federal requirements.*
- 2.1.8 *Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.4, 2.1.5 and 2.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.*

4.2.3 A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2020

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) “*provides a framework for implementing Ontario’s vision for building stronger, prosperous communities by better managing growth*” (Province of Ontario 2020). It provides guidance regarding the ways in which cities, suburbs, towns and villages will grow in the region. The Growth Plan was originally approved by the Province of Ontario on June 16, 2006 and amended July 1, 2017, May 16, 2019 and August 28, 2020. A Place to Grow (Growth Plan 2020) provides enhanced policy direction with regards to challenges that the region is facing. The Growth Plan works with other provincial plans including the Greenbelt Plan, the Oak Ridges Moraine Conservation Plan and the Niagara Escarpment Plan.

As the study area also falls within areas designated only as part of the Growth Plan this document will be used to determine constraints, including minimum vegetation protection zones.

4.2.4 Greenbelt Plan (2017)

The study area is located within the Greenbelt Plan Area, but is located within a Settlement Area outside of the Protected Country side.

4.3 Local and Other Regulatory Bodies

4.3.1 Township of Scugog Official Plan (Office Consolidation September 2017)

The Township of Scugog Official Plan (OP) Schedule A (Urban Land Use) designates the Site as being within the Residential and Hazard Lands. Schedule I identified the Site as being within the Greenfield Areas. Schedule E (Environmental Features) of the OP designates this area to have Significant Forest Areas and Warm Streams

Natural Core areas are defined as areas with the following Key Natural Heritage Features and Key Hydrological Features, furthermore, these features are depicted in Schedule E of the OP:

- Significant habitat of endangered species, threatened species and special concern species;
- Fish habitat;
- Wetlands;
- Life Science Areas of Natural and Scientific Interest (ANSIs);
- Significant valleylands;
- Significant woodlands;
- Significant wildlife habitat;
- Sand barrens, savannahs and tall grass prairies; and alvars;
- Permanent and intermittent streams;
- Lakes;
- Seepage areas and springs, and wetlands; and,
- A minimum 30-meter vegetative buffer around these features

A Natural Linkage Area is defined as the following in the Official Plan: “...lands located in the Greenbelt that form a vegetative buffer zone for key natural heritage features lands in the Natural Heritage System. This designation forms part of a central corridor system that supports or has the potential to support movement of plants and animals and provide linkages to natural heritage features”.

4.3.2 Kawartha Region Conservation Authority (Ontario Regulation 41/24)

In Ontario, conservation authorities develop and deliver local, watershed-based resource management programs on behalf of the province and municipalities. Conservation authorities carry out programs including natural hazard management (flood and erosion control, drought/low water), the management of conservation authority owned land, and surface water and groundwater monitoring programs. They also provide advice to municipalities regarding natural hazard management and other matters (e.g., development impacts on floodplains and wetlands).

The Conservation Authority whose jurisdiction the Study Area falls under is Kawartha Region Conservation Authority (KRCA). Under the Conservation Authorities Act, Ontario Regulation 41/24, Regulation of Prohibited Activities, Exemptions and Permits may be applicable. Specifically, under this regulation, KRCA can regulate the impacts of development and activities in or adjacent to river or stream valleys, Great Lakes watercourses and other hazardous lands (such as floodplains, the shorelines of inland lakes and wetlands) through a permitting process (Government of Ontario 2022b).

4.4 Potential Permitting

Given the nature of the proposed works, additional permitting will be necessary to execute the current site design or a revised site plan. The potential permitting requirements may encompass the following:

- Endangered Species Act Permits for black ash and least bittern
- Fisheries Act Authorizations
- KRCA permit
- Trent Severn Waterway/ Parks Canada in-water works permit (shoreline/ in-water works)

5. Recommendations and Protection Measures

This section outlines recommendations and protection measures to be implemented during site preparation, construction and post-construction period. These recommendations are from our 2017 EIS report. They will be updated in any EIS submitted as part of the development applications.

5.1 General Recommendations

- Wetland boundary (PSW) be verified and staked in the field prior to construction.
- A 30-metre buffer be implemented from the 30-metre wetland boundary (PSW).
- No active uses be permitted within the 30-metre wetland buffer (i.e. tree removal or moving); the buffer should be left in its natural state.
- No vehicles be stored or stockpiles of material be located within 30 meters of the wetland buffer.
- No refuelling of vehicles or storage tanks be located within 30 meters of the wetland buffer or watercourses.
- Detailed sediment and erosion control plans be prepared for the site preparation, construction and post-construction periods.
- Silt and snow fencing be installed along the 30-metre wetland buffer line prior to any site grading or grubbing on the site; fencing should be properly installed, regularly inspected and maintained.
- No clearing of vegetation within the active breeding bird season (April 1-August 31) as per ECCC guidelines.
- Prior to clearing, it is recommended that transplanting a population of the regionally rare vegetation species be conducted by a qualified biologist into an area within the proposed buffer that contains similar habitat.
- Compensation may be required to accommodate area of wetland lost. The ratio and nature of compensation will be discussed with the Conservation Authority to determine appropriate course of action.

5.2 Fish and Aquatic Habitat

- Construction envelope will be clearly defined and delineated prior to any site preparation activities.
- The Project Manager and Contractor are obligated to ensure that all mitigation measures are strictly observed.
- Construction should be undertaken during normal weather conditions, to the extent possible, and the project shall be designed to appropriate specifications to withstand variable weather conditions.
- Should any SAR be encountered during work related activities, or if there is potential to negatively impact SAR, or wildlife more generally, contact MNR for guidelines on how to proceed.
- The Project Manager/Contractor shall not allow any deleterious substances as defined in the Canadian Fisheries Act (such as silt), caused by the work, to enter or re-enter the waterbody.

5.3 Site Access

- Existing access routes shall be used to minimize upland vegetation removal and disturbance of surface soils.
- Check heavy equipment, machinery and tools prior to entering the work site to ensure they are clean, and free of leaks.

- All heavy equipment, machinery, and tools used or maintained for the purpose of this project shall be operated in a manner that prevents any deleterious substance from entering soil, or nearby watercourses.
- Any stockpiled materials will be stored and stabilized away from the water above the high-water mark at a minimum of 30 m where possible.

5.4 Sediment and Erosion Control

- A heavy-duty reinforced silt fence and snow fence will be installed and maintained along development envelope boundary. This line should be surveyed and staked in the field prior to any site preparation activities.
- Grading of the site and removal or addition of fill will be restricted to the area outside the landscape buffers/setback fencing and watercourse buffer. Functioning sediment control measures must be in place prior to and during the construction phase and remain in place until all bare or exposed soils have become stabilized.
- All sediment and erosion control products will be selected for the site based on the manufacturer's product specifications. Product installation and maintenance will follow the manufacturer's guidelines.
- Sediment control measures shall be installed prior to the commencement of work and shall be maintained throughout the project to prevent the entry/outward flow of sediment into the watercourse.
- All sediment and erosion control measures shall be inspected daily during the construction phase and periodically thereafter to ensure they are functioning properly, maintained, and upgraded as required.
- In the event that sediment and erosion control measures are not functioning, the construction supervisor shall order the work to be stopped. No further work shall be carried out until the construction methods and/or the sediment control plan is adjusted to address the sediment/erosion problem(s).

6. Conclusions

The Natural Heritage Feasibility report has been prepared for the current site plan and includes excerpts on natural heritage features as identified in the EIS completed by NEA in 2017, including our recommendations, and mitigation measures. For the current concept plan, further discussions with agencies will be required as the site plans are finalized moving into the detailed design phase.

Further Site investigations are recommended to verify the natural features GHD identified in 2016 and 2017 to ensure their presence or absence.

Compliance with the relevant natural heritage policies of the Township, Region, KRCA, DFO and TSW will require consultation, and discussions and review by those agencies as the development application is processed. This may result in revisions to the current site plan, to meet current policies and legislation. This would be included in an updated final EIS report.

Additional permitting may be required Ministry of Environment, Conservation and Parks (MECP), Trent-Severn Waterway (TSW), Kawartha Region Conservation Authority (KRCA), Department of Fisheries and Oceans (DFO) and Endangered Species Act Permits.

7. Closing

GHD has prepared this Natural Heritage Feasibility report to support the Castle Harbour Development Ministry of Zoning Order Application. We trust the information provided is clear and sufficient for your requirements at this time. Please contact the GHD with any questions concerning this report.

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Attachments

Attachment 1

Conceptual Site Plan (March 2024)

Port Perry Entrance Easement

Simcoe st.

Castle Harbour Drive

Subject site

Bird House Representation only
Location to be determined
by Environmental
consultants

potential Enhanced Natural
Feature
Board walk Trail
Bird Sanctuary
Subject to further study

Single Detached

Townhouse

Single Detached

Townhouse

Townhouse

Single Detached

4 storey

4 storey

4 storey

4 storey

4 storey

5 storey

5 storey

5 storey

5 storey

5 storey

pond

Bridge

New waterfront
Sand Beach

Outdoor
Cocktail
Areas

Bell Tower

Pier &
lookout
point

Communal
Docks

New Pedestrian Bridge
To extend
Port Perry's
Waterfront
Trail

Edge of water

Potential
Enhancement Area
Subject to
Further
study

Lot Fabric



Attachment 2

**Figure 1 from Environmental Impact Study
(NEA, 2017).**



LEGEND

- Breeding Bird Survey
- MMP Amphibian Survey
- MMP Bird Survey
- 30 m Setback (from PSW)
- Rear Lot Line
- Study Property
- Wetland, PSW (MNRFP)
- Vegetation Community (NEA)
- Wetland Community (NEA)

ELC TYPES (1ST APPROXIMATION)

CODE	TYPE DESCRIPTION
CUM1-1	DRY-MOIST OLD FIELD MEADOW
CUP3-3	SCOTCH PINE CONIFEROUS PLANTATION
CUW	CULTURAL WOODLAND
FOD7-1	FRESH-MOIST WHITE ELM LOWLAND DECIDUOUS FOREST
FOD8-1	FRESH-MOIST POPLAR DECIDUOUS FOREST
MAM3-2	REED-CANARY GRASS ORGANIC MEADOW MARSH
OAO	OPEN AQUATIC
SWD4-1	WILLOW MINERAL DECIDUOUS FOREST
SWT2-2	WILLOW MINERAL THICKET SWAMP
SWT2-5	RED-OSIER MINERAL THICKET SWAMP
SWT2-10	NANNYBERRY MINERAL THICKET SWAMP

FIGURE 1: VEGETATION COMMUNITIES, NATURAL FEATURES, SURVEYS & CONSTRAINTS

PT LOTS 19 & 20, CON 7, TOWNSHIP OF SCUGOG
REGIONAL MUNICIPALITY OF DURHAM
AURORA DISTRICT

REVISIONS			
NO	BY	DATE	DESCRIPTION
1	W.P.	02/08/2017	INITIAL MAP CREATION.
2	W.P.	20/04/2018	NEW DEVELOPMENT PLAN.

CONTACT: Will Fridham, GIS SPECIALIST & CARTOGRAPHER	PROJECT NO.: FNI7-051	REVISION NO.: RV-02	SCALE: 1:2,800 CENTIMETERS
PHONE/FAX: T: 1 (705)-878-9399 F: 1 (705)-878-9390	PROJECT: CASTLE HARBOUR EIS	CLIENT: PORT PERRY DEVELOPMENT	© Niblett Environmental Associates Inc. 2018.
EMAIL: Will Fridham: WFRIDHAM@NIBLETT.CA GENERAL INQUIRIES: MAIL@NIBLETT.CA			

7288-S...I.DWG, 29-03-2018, H. F. GRANDER CO. LTD
COMPOSITE IMAGERY ACQUIRED IN 2015. FIRSTBASE SOLUTIONS.

UTM Zone 17
WKID: 26917 Authority: EPSG
Transverse Mercator
GCS North American 1983, ESRI ArcGIS 10.1

Map was produced by NEA under public license from Ontario Ministry of Natural Resources, Copyright (c) Queens Printer 2018.

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MZO Briefing v.1

6.6.2 Phase 1 - Environmental Site Assessment Report (GHD 2016)



Phase One Environmental Site Assessment Report

Existing Vacant Property
Castle Harbour Drive,
Port Perry, Ontario

Report for Ginkgo Mortgage Investment Corporation

October, 2016
65 Sunray Street, Whitby, Ontario, Canada L1N 8Y3
11116792 | 01 | Report No. 1 |

Executive Summary

A Phase One Environmental Site Assessment (ESA) was completed by GHD Limited for Ginkgo Mortgage Investment Corporation (GMIC) for a 25 hectare vacant property situated on Part of Lots 19 and 20, Concession 7 in the Township of Scugog (former Township of Reach), Regional Municipality of Durham, Ontario “the Property or Site”. The Site is situated along the south side of Castle Harbour Drive approximately 2km north of Port Perry. The location of the Site corresponds with the west shore of Lake Scugog and is currently vacant of building structures. The Phase One ESA has been prepared to provide GMIC with a professional opinion of the potential for materially significant environmental liabilities as part of the due diligence process.

The Property is located in the former Township of Reach now in the Township of Scugog. The surrounding properties generally support residential homes. The area is privately serviced for potable water and sanitary sewer, i.e. water wells and septic systems. Based on information compiled as part of this ESA, the first developed use of the Property was for agricultural purposes in the 1850s.

Based upon observations made during the site reconnaissance including the surrounding property uses, and review of the historical documentation, no areas of potential environmental concern or potentially contaminating activities were identified that would warrant any further investigation. It is GHD’s opinion that Property is suitable for its current zoning and proposed future residential use.

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Appendix B	Aerial Photographs
Appendix C	Property Photographs
Appendix D	Assessors Qualifications

1. Introduction

1.1 Phase One Property Information

A Phase One Environmental Site Assessment (ESA) was completed by GHD Limited (GHD) for Ginkgo Mortgage Investment Corporation (GMIC) for a 25 hectare (ha) vacant property located on Part of Lots 19 and 20, Concession 7 in the Township of Scugog (former Township of Reach), Regional Municipality of Durham, Ontario “the Property or Site”. The Site is situated along the south side of Castle Harbour Drive approximately 2km north of Port Perry. The location of the Site corresponds with the west shore of Lake Scugog and is currently vacant of building structures. The area is privately serviced for potable water and sanitary sewer, i.e. water wells and septic systems. Based on information compiled, the Property was first developed for agricultural purposes in the 1850s.

The location is illustrated on the Vicinity Plan, Figure 1. The location with respect to surrounding roads and watercourses is illustrated on the Property Plan, Figure 2. The Plot Plan is presented on Figure 3 using an aerial photograph from 2015. The Phase One Conceptual Site Model (CSM) showing the Property and Phase One Study Area (surrounding lands within 250 m) and potentially contaminating activities (PCAs) is provided as Figure 4. The Property, PCAs and surrounding areas are discussed in the following sections.

The Phase One ESA has been prepared to provide Ginkgo Mortgage Investment Corporation with a professional opinion of the potential for materially significant environmental liabilities as part of the due diligence process.

2. Scope of Investigation

The Phase One ESA was prepared by a Qualified Person, as defined by the Environmental Protection Act, using Ontario Regulation (O. Reg.) 153/04 (as periodically amended), Schedule D for Phase One Environmental Site Assessments under Part XV.1 of the Act.

The purpose of the Phase One ESA was to identify and document the current and historical environmental conditions that indicate if further investigation may be necessary to evaluate the potential environmental liabilities. To achieve the aforementioned purpose, the scope of work for this ESA included the following elements.

1. Compiled and reviewed available background information relating to past land use. Sources of information included mapping, plans, reports and aerial photography.
2. Reviewed information available through the EcoLog Environmental Risk Information Service (ERIS). An ERIS report provides information associated with the Property and neighbouring properties within 250m, through a search of federal, provincial and private source data.
3. Carried out an inventory request of the Ministry of the Environment and Climate Change (MOECC) and Technical Standards and Safety Authority (TSSA) files to search for prior reported issues on the Property including incidents such as spills.
4. Conducted a walkover inspection to evaluate ground surface features and nearby land use.
5. Discussed the Property with an individual who was knowledgeable of the area.

6. Analyzed data obtained from the investigation and presented the findings in this written report with appropriate conclusions and recommendations. The conclusions presented in this report are professional opinions based on the data described herein.

3. Records Review

3.1 General

A historical records review was completed which included a request and review of the following records review components:

- ERIS report;
- Freedom of Information (FOI) request submitted to the MOECC;
- TSSA search request;
- Historical aerial photography;
- Chain of Title search based on the legal description; and
- Other environmental and historical reports.

3.1.1 Phase One Study Area Determination

The requirements for the Phase One Study, under O. Reg. 153/04, are to obtain and review records to evaluate potential environmental issues that may exist and to interpret any PCAs or APECs. Lands within 250m (i.e. the Phase One Study Area), as shown on the CSM, Figure 4 were reviewed and evaluated. In our opinion, no PCAs were identified greater than 250m that should be included in the CSM. The adjacent lands at the time of the site reconnaissance are described as:

North: Castle Harbour Drive then residential properties;
South: Lake Scugog;
East: residential properties; and,
West: vacant land (trees and bush) then residential properties.

The Property backs onto Lake Scugog to the south and east. Beaver Meadow Creek occurs along the southwest limits. No other water bodies are located with the Phase One study area. An ERIS report is discussed including the potential to pose an environmental risk in Section 3.2. The report is included in Appendix A.

3.1.2 First Developed Use Determination

Based on information compiled, the Property was first developed for agricultural purposes in the 1850s.

3.1.3 Fire Insurance Plans

No fire insurance plans were available for review for this area.

3.1.4 Chain of Title

The following information was obtained from the land registry office in Whitby. Geographically, the Property is located in the Township of Scugog, formerly in the Township of Reach (Part of Lot 16, Concession 6) and encompasses a total area of 25 ha. Based upon the ownership information, the current owner is CDM Real Estate Development Inc. (since 2012). No environmental concerns were registered on title for the parcel.

Table 3.1: Chain of Title – (PIN# 26793-0004)

Owner	Years of Ownership
CDM Real Estate Development Inc.	April 2012 – Present
Port Perry Harbour Inc.	1990 - 2012
Attar, Mark (In Trust)	1987 - 1990
21 Sterling Avenue Investments	1985 - 1987
269042 Ontario Ltd.	1974 - 1985
Cawker, Aylmer	1923 - 1974
Weir Family	1903 – 1923
Pound Family	1853 – 1903
Williams L. M	Prior to 1853

3.1.5 Environmental Reports

No environmental reports were available for review for the Property.

3.2 Environmental Source Information

Inquiries were made to obtain a number of documents regarding environmental information including information provided by maps, regulatory agencies (MOECC, TSSA, etc.), local agencies (municipal data, local library etc.) and environmental search information on file. Results from the information requests are compiled in Appendix A.

3.2.1 Mapping

The location is presented on the National Topographic System Mapping from Centre for Topographic Information, Natural Resources Canada Map on the Vicinity Plan, Figure 1. The location with respect to adjacent roadways and surrounding land uses is presented on the Ministry of Natural Resources and Forestry mapping and is shown on the Property Plan, Figure 2.

The Plot Plan, Figure 3 is based on an aerial photograph from 2015 and illustrates the location and uses of surrounding lands. The Phase One Conceptual Site Model illustrating the Study Area and Property is provided on Figures 4 and 5. There are no PCAs identified from the mapping reviewed.

3.2.2 Zoning

According to information available from the Township of Scugog website, the Property and surrounding land are zoned as Urban Partial Serviced Residential (R3). The lands adjacent to Lake Scugog are zoned as Environmental Protection (EP). A copy of the zoning map and zoning uses for zones R3 and EP is included in Appendix A. The zoning should be verified with the Township of Scugog. There are no PCAs related to the zoning.

3.2.3 Ontario Ministry of Environment and Climate Change

A request under the Freedom of Information and Protection of Privacy Act (FOIPPA) was made to the MOECC in regards to potential concerns. The MOECC response letter has not been received at the time of writing this report. Any pertinent information related to this requested document will be forwarded when it is received.

3.2.4 Technical Standards and Safety Authority

TSSA was contacted and the response letter (Appendix A) dated October 17, 2016 indicates that TSSA has no records of any outstanding instructions, incident reports, fuel oil spills, contamination records, retail facilities or underground storage tanks for the Property. Based upon the letter received, there are no PCAs identified.

3.2.5 EcoLog Environmental Risk Information System

Ecolog ERIS Ltd. was contacted to request an Environmental Risk Information System (ERIS) report for the Property and Phase One Study Area. The ERIS report is based on a number of databases including, but not limited to, the National PCB Inventory, National Pollutant Release Inventory, Occurrence Reporting Information System, Retail Fuel Storage Tanks, Private Fuel Storage Tanks, Waste Disposal Sites Inventory and Certificates of Approval.

The following are the ERIS report results including a discussion of the potential to pose an environmental concern. The ERIS report is included in Appendix A and documented fifty-five (55) records within 250 m. All records reported were for water wells with seventeen (17) well records listed for the property and thirty-eight (38) other wells within 250m.

The following sub-section provides a brief explanation of the records obtained.

ii) Water Well Information System (1955 – March 2014): This database describes locations and characteristics of water wells found within Ontario in accordance with Regulation 903. It includes such information as coordinates, construction date, well depth, primary and secondary use, pump rate, static water level, well status, etc. Fifty-five (55) well records are listed including seventeen (17) at the property and thirty-eight within 250m. The records include forty (40) water wells, eleven (11) observation/ test wells and four (4) wells listed as abandoned. The water wells dated from 1955 to 2011. The water wells ranged in depth from 2.4 to 73.1 metres. Bedrock was encountered in four wells at an average depth of 65.6m. No PCAs are identified based on the water well information listed.

3.3 Physical Setting Sources

3.3.1 Aerial Photographs

Digital aerial photographs were obtained and reviewed from the National Air Photo Library for the years 1960 and 1981. Recent images from Google Earth were obtained for the years 2004 and 2009. The Property appears to be vacant land in all Air Photo library images reviewed. Simcoe Street to the west is developed in all photographs.

The Property appears to be agricultural in 1960 with a wooded area near the southwest corner. Castle Harbour Drive is not developed. The 1981 photo shows minimal development in the area to the west. The 2004 and 2009 photos depict the Property and surrounding area as it exists today, and in the general configuration observed by GHD during the field reconnaissance.

No environmental issues were identified based upon the aerial photographs. A copy of the digital photographs is included in Appendix B.

3.3.2 Topography, Hydrogeology, & Geology

TOPOGRAPHY: As depicted by the Vicinity and Property Plans, the surrounding topography can be described as gently sloping to the southwest towards Lake Scugog. The Property backs onto Lake Scugog to south and east.

HYDROLOGY: The Property backs onto Lake Scugog to the south and east. Based on topographic relief, it is inferred that surface water and groundwater will flow towards the lake.

GEOLOGY: The Property is situated within the physiographic region identified as the Schomberg Clay Plain (Chapman and Putnam, 1984). The Schomberg Clay Plain typically consists of glaciolacustrine deposits of silty clay and clayey silts underlain by glacial till. Bedrock is typically Middle Ordovician limestone.

3.3.3 Fill Materials

No fill materials or evidence of deleterious fill was observed. The magnitude of environmental risk associated with the fill materials is expected to be minimal and requires no further investigation.

3.3.4 Water Bodies and Areas of Natural Significance

The Property backs onto Lake Scugog to the south and east. Beaver Meadow Creek occurs along the southwest limits. There are no other water bodies or areas of natural significance within the Phase One Study area.

3.3.5 Well Records

Approximately eighteen (18) monitoring wells and four (4) water test wells were observed on the Property. As discussed in Section 3.2.5 of this report, fifty-five (55) well records were identified within 250 m including seventeen (17) listed at the property. Ten (10) of the seventeen site wells were noted as observation wells. A review of available MOECC well records identified four (4) water well records on the Site. It is understood that the wells were installed in conjunction with a previous hydrogeologic study in 2003/04. The well records indicate clay (inferred to be till of low permeability) as the predominant shallow soil. Three (3) of the on-site wells were terminated in limestone bedrock. The well records indicate that the bedrock exists beneath the Site at an average depth of 66.2m (217.3 feet).

3.4 Site Operations Records

The following were considered for the Property:

- i) *Regulatory permits and records related to areas of potential environmental concern:* Not applicable. There are no regulatory permits and records.
- ii) *Material safety data sheets (MSDS):* Not applicable.
- iii) *Underground utility drawings:* There were no underground utility drawings available.
- iv) *Inventories of chemicals, chemical usage and chemical storage areas:* Not applicable.
- v) *Inventory of above ground storage tanks (ASTs) and underground storage tanks (USTs):* No evidence of USTs or ASTs was observed.
- vi) *Environmental monitoring data, including data created in response to an order or request of the Ministry:* Any pertinent information related to the requested MOECC documentation will be forwarded upon receipt.
- vii) *Waste management records, including current and historical waste storage locations and waste generator and waste receiver information maintained pursuant to Regulation 347 of the Revised Regulations of Ontario, 1990 (General – Waste Management) made under the Act, or its predecessors:* The Property is not a registered waste generator.
- viii) *Process, production and maintenance documents related to areas of potential environmental concern:* Not applicable.
- ix) *Records of spills and records of discharges of contaminants, including records of spills and records of discharges of contaminants of which notice is required to be given to the Ministry under the Act and records of such spills and discharges required to be kept pursuant to Ontario Regulation 675/98 (Classification and Exemption of Spills and Reporting of Discharges) made under the Act:* No spills were documented at the Property.
- x) *Emergency response and contingency plans including spill prevention and contingency plans prepared pursuant to section 91.1 of the Act and Ontario Regulation 224/07 (Spill Prevention and Contingency Plans) made under the Act:* Not applicable.
- xi) *Environmental audit reports:* Not applicable.
- xii) *Site plan of facility showing areas of production and manufacturing:* Not applicable.

4. Interview

GHD interviewed Mr. Rick Siblock of GHD Limited on October 18, 2016. The 25 ha Property is covered with overgrown vegetation, bush, and trees. There are no building structures on the Property. Municipal servicing (water main) is currently available close to the Site. There are no underground storage tanks or above ground storage tanks on the Site. Previous geotechnical investigations conducted by Soil Engineers Ltd (2012) and GHD Limited (2016) did not encounter any fill materials. Water wells exist on the Property as a result of previous hydrogeologic investigations. He was not aware of any spills or environmental concerns on the Property. Based upon this interview, there were no PCAs identified.

5. Site Reconnaissance

5.1 General Requirements

In accordance with the Regulation, a site reconnaissance was completed of the Property. Adjacent surrounding sites were also generally observed from public access ways. A summary of the Phase One ESA Inspection Checklist is included as part of Appendix A. Property photographs are provided in Appendix C and document the Property and surrounding area. The assessor qualifications are provided in Appendix D.

5.2 Specific Observations at the Phase One Property

The following section is based upon a site reconnaissance that was conducted on October 18, 2016 by GHD. The Property fronts onto Castle Harbour Drive on the north and backs onto the shores of Lake Scugog to the south and east. The Property is currently vacant of any building structures. The surrounding area can be generally described as residential. No debris was observed in the area of the Property.

Numerous water wells were observed on the Property, and are described in Section 3.3.5. No evidence of fuel oil spills, leaks or staining was observed on the ground surface. No vents or fill pipes were observed that might indicate the presence of USTs. In addition, no ASTs were observed. Based upon the site reconnaissance, no PCAs were identified.

5.3 Enhanced Investigation Property

A Property is considered to be an Enhanced Investigation if the Property is used, or has ever been used, in whole or in part for an industrial use or for any of the following commercial uses: (i) as a garage; (ii) as a bulk liquid dispensing facility, including a gasoline outlet; or (iii) for the operation of dry cleaning equipment. Based on the historical information obtained for the Phase One ESA, this Property is not considered an enhanced investigation property.

5.4 Written Description of Investigation

The site reconnaissance included an inspection to confirm the current conditions and identify any current land uses which may have or may cause actual and/or potential environmental impacts. Adjoining and neighbouring sites were observed from public access ways. Written descriptions of the investigation and the site inspection checklist are included in Appendix A.

6. Review and Evaluation of Information

6.1 Current and Past Uses

Based upon the information obtained through the records review, the site reconnaissance and interview, the Property has historically been vacant or used for agricultural purposes. In accordance with the Regulation, a table of current and past uses of the Property is required. Based on the information provided from the review of various documents and interviews, Table 6.1 is provided.

Table 6.1: Current and Past Uses

Year	Name of Owner	Description of Property Use	Property Use ¹	Other Observations from Aerial Photos, FIPs, etc.
2012 – present	CDM Real Estate Development Inc.	Proposed residential	Vacant	Land registry confirmed the current owner. Aerial photographs from 2015 show the Property as vacant. No PCAs identified.
1990 – 2012	Port Perry Harbour Inc.	Proposed residential	Vacant	Land registry documents confirmed the owner. Aerial photograph from 2009 show Property as vacant. No PCAs identified.
1987 – 1990	Attar, Mark (In Trust)	Agricultural	Vacant/Agricultural	Land registry documents confirmed the owner. No PCAs identified.

Year	Name of Owner	Description of Property Use	Property Use ¹	Other Observations from Aerial Photos, FIPs, etc.
1985 – 1987	21 Sterling Avenue Investments	Agricultural	Vacant/Agricultural	Land registry documents confirmed the owner. Aerial photograph from 1960 shows Property as agricultural with no visible structures.
1974 - 1985	269042 Ontario Ltd.	Agricultural	Vacant/Agricultural	Land registry documents confirmed the owner. Aerial photograph from 1981 shows Property as agricultural with no visible structures. No PCAs identified.
1923 – 1974	Cawker, Aylmer	Agricultural	Vacant/Agricultural	Land registry documents confirmed the owner. Aerial photograph from 1960 shows Property as agricultural with no visible structures. No PCAs identified.
1903 - 1923	Weir Family	Agricultural	Agricultural	Land registry documents confirmed the owner.
1853 – 1903	Pound Family	Agricultural	Agricultural	Land registry documents confirmed the owner.
Prior to 1853	Williams L.M	Agricultural	Agricultural	Land registry documents confirmed the owner.

Notes: Dates and uses are estimated based on information obtained from interviews and research information.

1 – the following types of property uses were considered: Agriculture or other; Commercial; Community; Industrial; Institutional; Parkland; and, Residential use.

6.2 Potentially Contaminating Activity

The MOECC provides a list of PCAs in Schedule D of O. Reg. 153 (as amended by O. Reg. 511/09, O. Reg. 245/10 and O. Reg. 179/11). No PCAs were identified at this time that relate to significant APECs and therefore, a Phase Two ESA is not required.

6.3 Areas of Potential Environmental Concern

No APECs have been identified with respect to the Property through the site reconnaissance, records review, interview and review and evaluation of information as part of the Phase One ESA. This interpretation is based on current and historical uses of the Property in addition to conditions and operations observed on neighbouring lands. In GHDs opinion, no materially significant environmental liabilities and no APECs were identified that warrant additional investigation.

6.4 Phase One Conceptual Site Model

The Phase One Conceptual Site Model is provided as Figure 4 within the Enclosures section. The CSM provides a basic overview, approximate locations of corridors, basic geological and hydrogeological information and any other pertinent data that may affect the Phase One ESA of Schedule D of the Regulation. The CSM is required to contain figures, narrative descriptions and assessments as per Subsection 16(7) of Table 1 of Schedule D (Sub-Heading (iv) in Report Section 7 of the Regulation). The following table and narrative is provided in accordance with O. Reg. 153 (as amended).

Table 6.4: Phase One Conceptual Site Model

Provide one or more figures of the Phase One Study area that,	i)	Show any existing buildings and structures	The Property is vacant as shown on the Plot Plan, Figure 3.
	ii)	Identify and locate water bodies located in whole or in part on the Phase One Study Area	The Property backs onto Lake Scugog to the south and east.
	iii)	Identify and locate any areas of natural significance located in or in part on the Phase One Study Area	Lake Scugog is adjacent to the south and east. No other areas of natural significance are within the Phase One Study Area.
	iv)	Locate any drinking water wells at the Phase One Property	No drinking water wells were observed on the Property. Four test wells exist from a hydrogeologic study completed in 2003/04.
	v)	Show roads, including names within the Phase One Study Area	Roads with names are provided on Figures 3 and 4.
	vi)	Show uses of properties adjacent to the Phase One Property	Adjacent site uses are shown on the CSM, Figure 4. Generally, the area is rural residential/agricultural.
	vii)	Identify and locate where any potentially contaminating activity has occurred, and show tanks in such areas, and	No PCAs were identified. There are no tanks identified on the Property.
	viii)	Identify and locate any APECs	No APECs are identified.
Provide a description and assessment of,	i)	Any areas where PCA on or potentially affecting the Phase One Property has occurred	None.
	ii)	Any contaminants of potential concern	None.
	iii)	The potential for underground utilities, if any present, to affect distribution and transport	There are no underground utilities on this Property.
	iv)	Available regional or site specific geological and hydrogeological information, and	The Property is located within the Schomberg Clay Plain with soil materials anticipated to consists of silts/clays. Regional groundwater flow is anticipated towards Lake Scugog.
	v)	How any uncertainty or absence of information obtained in each of the components of the Phase One ESA could affect the validity of the model.	The area was developed in the 1850s as agricultural. It is our opinion that the degree of uncertainty from this Phase One ESA is limited and the CSM is valid.

It is the opinion of GHD that there were no PCAs resulting in APECs at the Property from our evaluation of the documents reviewed, interview and site reconnaissance. Based upon the information reviewed and evaluated, a Phase Two ESA investigation is not warranted.

7. Conclusions and Recommendations

7.1 Phase Two Environmental Site Assessment Required?

The Phase One ESA represents a "snapshot" in time. GHD cannot guarantee the reliability of information provided by others. However, whenever possible, verification of authenticity was attempted. Based on the work documented above, no PCAs resulting in APECs at the Property were identified with respect to surrounding land uses within the Phase One Study area or the Property itself. Therefore, it is GHD's professional opinion that the completion of a Phase Two ESA is not required for the Property.

7.2 Phase One Environmental Site Assessment Alone

It is GHD's opinion that only a Phase One ESA is required and a Phase Two ESA is not warranted. A Record of Site Condition is not required.

7.3 Signatures

The following signatures are provided of GHD staff that prepared and conducted the Phase One ESA. Mr. Nyle McIlveen, a Qualified Person within the meaning of the Environmental Protection Act and associated Regulation 153/04, has provided his opinion based on the information provided in this report. Following the References section of this report is the Statement of Limitations. These limitations are an integral part of this report. Should questions arise regarding any aspect of our report, please contact the undersigned or our office.

Sincerely,

GHD



David Workman, P. Geo.
Project Manager

Nyle McIlveen, P. Eng.
Senior Engineer



/jb/dw/nm

For access to the complete Phase One Environmental Site Assessment Report, please reach out to Jim Meng – The Project Manager at Avenu Properties Corp, at jim.meng@avenuproperties.com. The file has been filed with the Township of Scugog.

6.6.3 Beacon Wetland (PSW) Boundary Assessment

IMPORTANT PLACEHOLDER NOTE FOR MZO REPORT:

Provincially Significant Wetlands (“PSW”) site development boundaries up-date staking now in progress

Official Participants:

Kawartha Conservation Authority + Beacon Environmental + Van Harten Surveyors

SCHEDULED COMPLETION: By JUNE 30th, 2024

For purposes of the conceptual site plan for the new development, the prior approved PSW boundaries were used. The prior plan of subdivision used a 30-meter setback as approved by Kawartha Conservation Authority and GHD environmental.

6.7 Archeological Reports (Levels 1, 2, 3)

**The Stage 1-3 Archaeological Assessment of the
Beaver Creek Meadows Property,
Part of Lots 19 & 20, Concession 7,
Town of Port Perry, Township of Scugog, Durham Region**

Archaeological Assessments Ltd.

**The Stage 1-3 Archaeological Assessment of the
Beaver Creek Meadows Property,
Part of Lots 19 & 20, Concession 7,
Town of Port Perry, Township of Scugog, Durham Region**

Submitted to

Henry Kortekaas & Associates Inc.

and

The Ministry of Culture

Prepared by

Archaeological Assessments Ltd.

1292 Roundwood Crescent, Oakville, Ontario L6M 4A2
Telephone - 905-469-8690 Facsimile - 905-469-8702

Archaeological Consulting Licence Number P013
C.I.F. Number P013-35

November 2003

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PROJECT PERSONNEL

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SUMMARY

This report details the rationale, methods and results of a Stage 1-3 archaeological resource assessment of the Beaver Creek Meadows Property, Part of Lots 19 & 20, Concession 7, Town of Port Perry, Township of Scugog, Durham Region. The assessment was undertaken on behalf of Henry Kortekaas & Associates Inc. It consisted of three sequential stages: Stage 1, background research; Stage 2, archaeological survey; and Stage 3, test excavations at five sites.

Background research determined that no archaeological survey had ever been undertaken within the subject property prior to this assessment. Three archaeological sites have been registered within a 2 kilometre radius of the property. The fact that the property consists of knolls and ridges associated with a creek and Lake Scugog, suggested that it had a high potential for archaeological remains.

The 25 hectare property consists of scrublands and regenerating forest growth. The Stage 2 field assessment was conducted in September, 2003. All of the undisturbed well drained forested and scrubland areas on the property were shovel test pitted at 5 metre intervals.

A total of five archaeological sites were located during the course of the Stage 2 assessment. The sites were registered as the Beaver Meadow Creek Sites I, II, III, IV and V (BaGr-43 to 47). The five sites are all small indeterminate precontact native campsites. Stage 3 test excavations were carried out at these sites in October, 2003.

The results of the Stage 3 assessment indicated that none of the five sites are significant archaeological resources. None of the sites require any additional archaeological investigations and they are no longer a planning concern. **Given the results of the Stage 1-3 assessment, it is recommended that the subject property should be cleared of any conditions related to archaeological resources.**

1.0 INTRODUCTION

This report details the rationale, methods and results of a Stage 1-3 archaeological resource assessment of the Beaver Creek Meadows Property, Part of Lots 19 & 20, Concession 7, Town of Port Perry, Township of Scugog, Durham Region. The assessment was undertaken on behalf of Henry Kortekaas & Associates Inc. In accordance with the Planning Act (1996), an archaeological resource assessment was required as a development approval condition for this proposed development. The fact that the property consists of knolls and ridges associated with a creek and Lake Scugog suggested that it had a high potential for archaeological remains.

Permission for access to the property and to remove and curate artifacts was granted by the land owner. All fieldwork was conducted under archaeological consulting licence No. PO-13 issued to the firm of Archaeological Assessments Ltd. The assessment was conducted in accordance with the provisions of the Ontario Heritage Act (Government of Ontario 1980), and with the technical guidelines for archaeological assessments formulated by the Ministry of Culture (MCL 1993). Archaeological Assessments Ltd. accepts responsibility for the long term curation of any artifacts recovered as a result of the assessment.

2.0 LOCATION AND DESCRIPTION

The subject property has a total surface area of approximately 25 hectares and comprises Part of Lots 19 & 20, Concession 7, Geographic Township of Scugog, Town of Port Perry, Durham Region. The subject property is situated south of Harbour Castle Drive, and is bordered along the eastern edge by Lake Scugog and the southern edge by Beaver Meadow Creek (Figure 1).

Overall, the property consists of a series of knolls, ridges and gentle slopes down to wet areas associated with the surrounding waterways. An area of regenerating forest growth is located in the northeastern section of the property. Scrub covered meadowland areas are located in the southern and western sections of the property. A large watercourse known as Beaver Meadow Creek runs along the southern edge of the property and empties into Lake Scugog which borders the eastern edge of the property. The creek is associated with a small bay or inlet which borders the southern edge of the property. Two smaller creek tributaries oriented west-east run through the eastern sections of the property.

The size of Lake Scugog was changed dramatically in the 19th century after the Trent-Severn Waterway and related dams were built. Rising water levels increased the size of the lake by over 30% and transformed a large peninsula into a large island in the middle of the lake. However, the new shoreline areas were created south of Port Perry and along the southeastern section of the lake (MCL 1981 Figure: Prior to Canalization). The subject property itself is located along the original shoreline of the lake.

The subject property is located in the Schomberg Clay Plain physiographic region (Chapman and Putnam 1984:176). The Schomberg Clay Plain consists of a series of topographic basins

located along the northern slopes of the Oak Ridges Moraine, which contain deep deposits of clay and silt. The surface under the clay is a drumlinized till plain, giving the region some gently rolling topography.

3.0 BACKGROUND RESEARCH

Methods

The first stage of the assessment consisted of background research. This was conducted in order to:

- gather together all of the readily available information on any previous archaeological surveys in the area;
- determine the locations of any registered and unregistered archaeological sites within and adjacent to the subject property; and
- identify areas of archaeological potential which represent concerns for Stage 2 field survey.

In order to provide context for evaluating archaeological planning concerns, a study area was established which included all lands within a 2 kilometre radius of the proposed development. The Stage 1 background research included a variety of published and unpublished reports. Data on registered sites located within the study area was obtained from the Archaeological Sites Data Base (ASDB) of the Ontario Ministry of Culture in Toronto. The ASDB houses site record forms for registered sites, as well as published and unpublished reports on past surveys, assessments and excavations. Information on potential Euro-Canadian archaeological planning concerns was derived from an examination of the 1877 Illustrated Historical Atlas of Ontario County (Beers 1877).

Results

The background research confirmed that no archaeological sites had been registered within the subject property prior to this assessment. However, the study did obtain information of direct relevance to both known and potential sites within the property. Information on archaeological sites beyond the limits of the subject property provide context for the property, and serves to indicate the variety and nature of archaeological resources that may be present. The background research determined that there are three registered archaeological sites located within a 2 kilometre radius of the subject property. The three sites include one Late Archaic findspot and two indeterminate precontact native findspots. All three sites were found in 1991 during a Stage 1-2 archaeological assessment of the Canterbury Commons Subdivision, located less than 250 metres south of the subject property.

Historic mapping (Beers 1877: Figure 2) indicates that in 1877 the subject property was

located in Part of the North Half of Lots 19 and 20, Concession 7, in Reach Township. Most of the subject property was owned by a Mrs. Pound, who lived in a residence located north of Harbour Castle Drive. There were no residences located on the subject property itself.

4.0 FIELD ASSESSMENT

Survey Methods And Coverage

The Stage 2 field assessment was conducted between September 3-24, 2003. The weather varied from overcast and rainy to sunny and mild. The overgrown scrubland and regenerating forest growth sections of the property were shovel test pitted at 5 metre intervals (Figure 3). Each test pit measured about 30 cm (one foot) in diameter and was excavated to subsoil. The soil from each test pit was screened through 6mm mesh in order to look for artifacts.

Disturbed lands in the form of mottled topsoil were encountered along the northern and western sections of the property. The disturbance in the western part of the property also included large areas of topsoil stripping, and a drainage canal. Some poorly drained low lying lands associated with the creek tributaries associated with the property were not test pitted. These areas do not have any archaeological potential.

Results

A total of five archaeological sites were discovered during the Stage 2 assessment of the property. Detailed descriptions of the sites are provided in the following section of this report.

5.0 REGISTERED SITE DESCRIPTIONS

5.1 BEAVER MEADOW CREEK I SITE (BaGr-43)

Location and Description

The Beaver Creek Meadow I site is located in the southwestern section of the subject property on Lot 10 of the proposed development (Figure 3). The site is located on low, relatively flat ground in an scrub covered meadow, and is situated 10 metres west of a marsh associated with Beaver Meadow Creek. Some of the soil between the site and the edge of the marsh has been eroded away by slight fluctuations of the water levels. This site is a small indeterminate precontact campsite.

History of Investigations

This site was discovered on September 3, 2003 while shovel test pitting this area at 5 metre intervals. A single chipped lithic was recovered from one of the test pits. Stage 3 test excavations were carried out at the site from October 13-15, 2003. A temporary datum was

established right beside the positive test pit. A five metre grid system was then established in the area where the positive test pit was located.

A total of five one metre square test units were then excavated at 5 metre intervals across the site (Figure 4). Four of the test units revealed typical ploughzone soil profiles ranging in depth from 23-33 centimeters. The eastern most square (200N 105E) was located in an area of eroded soil and, as a result, was only 7 cm deep. The soil at the site was a sandy loam. All of the soils from each square were screened through 6 mm mesh to facilitate the recovery of artifacts. Three of the test units were positive with artifact counts ranging from 2-1 artifacts per unit. There were no potential features identified below the ploughzone.

Artifact Description

A total of 5 chipped stone artifacts were recovered from the site during the course of the Stage 2-3 investigations. The artifact assemblage includes two biface thinning flakes, two flake fragments, and one utilized flake. All of the artifacts were manufactured from Onondaga chert with the exception of one flake fragment made from quartzite.

The utilized flake was made from a biface thinning flake. It had a length of 24 mm, was 19 mm in width and 4 mm thick. Secondary retouch was located along the right lateral dorsal surface. The retouch had a length of 5 mm and was straight in shape.

Evaluation of Significance

The results of the Stage 3 test excavations indicate that this site is a small indeterminate prehistoric camp. The Stage 3 assessment indicates that the site does not represent a significant archaeological resource and is not a planning concern. The low artifact counts in the test units indicates that the site has a low potential for providing valuable archaeological data. Consequently, it is recommended that no further investigations be carried out at this site.

5.2 BEAVER MEADOW CREEK II SITE (BaGr-44)

Location and Description

The Beaver Meadow Creek II site is located in the southwestern section of the subject property in a Buffer Zone immediately west of Lot 9 of the proposed development (Figure 3). The site is located on low, relatively flat ground in a scrub covered meadow, and is situated 5 metres north of a marsh associated with Beaver Meadow Creek. This site is a small indeterminate precontact campsite.

History of Investigations

This site was discovered on September 3, 2003 while shovel test pitting the open scrub meadowland area at 5 metre intervals. A single chipped lithic was recovered from one of the test pits. Stage 3 test excavations were carried out at the site between October 15-17, 2003. A temporary datum was established right beside the positive test pit. A five metre grid system was then established in the area where the positive test pit was located.

A total of five one metre square test units were then excavated at 5 metre intervals across the site (Figure 5). All of the test units revealed typical ploughzone soil profiles ranging in depth from 21-32 centimeters. The soil at the site was a sandy-clay loam. All of the soils from each square were screened through 6 mm mesh to facilitate the recovery of artifacts. Four of the test units were positive with artifact counts ranging from 1-3 artifacts per unit. There were no potential features identified below the ploughzone.

Artifact Description

A total of 9 chipped stone artifacts were recovered from the site during the course of the Stage 2-3 investigations. The artifact assemblage includes three pieces of shatter, two biface thinning flakes, two flake fragments, one side scraper and one biface fragment. All of the artifacts were manufactured from Onondaga chert with the exception of one flake fragment made from quartzite.

The biface fragment recovered from the site was a portion of a biface blank tip. It had a length of 19 mm, was 14 mm in width and 4 mm thick. Finished bifaces have thin fine flaking, while biface blanks have some thinning, and shaped bifaces have no biface thinning.

The side scraper was made from a flake fragment. It had a length of 26 mm, was 20 mm in width and 6 mm thick. Steep unifacial retouch was located along the right lateral dorsal surface. The retouch had a length 18 mm and was straight in shape.

Evaluation of Significance

The results of the Stage 3 test excavations indicate that this site is a small indeterminate prehistoric camp. The Stage 3 assessment indicates that the site does not represent a significant archaeological resource and is not a planning concern. The low artifact counts in the test units indicates that the site has a low potential for providing valuable archaeological data. Consequently, it is recommended that no further investigations be carried out at this site.

5.3 BEAVER MEADOW CREEK III SITE (BaGr-45)

Location and Description

The Beaver Meadow Creek III site is located along the southern edge of the subject property on Lot 11 of the proposed development (Figure 3). The site is situated on high, flat ground in an area of heavy scrub, 25 metres north of the top of bank associated with Beaver Meadow Creek. This site is a small indeterminate precontact campsite.

History of Investigations

This site was discovered on September 5, 2003 while shovel test pitting the heavy scrub area at 5 metre intervals. A single chipped lithic was recovered from one of the test pits. Stage 3 test excavations were carried out at the site from October 20-22, 2003. A temporary datum was established right beside the positive test pit. A five metre grid system was then established in the area where the positive test pit was located.

A total of five one metre square test units were then excavated at 4-5 metre intervals across the site (Figure 6). All of the test units revealed typical ploughzone soil profiles ranging in depth from 25-29 centimeters. The soil at the site was a sandy loam. All of the soil from each square was screened through 6 mm mesh to facilitate the recovery of artifacts. Only one of the test units was positive and produced just one artifact. There were no potential features identified below the ploughzone.

Artifact Description

Two chipped stone artifacts were recovered from the site during the course of the Stage 2-3 investigations. Both artifacts were biface thinning flakes manufactured from Onondaga chert.

Evaluation of Significance

The results of the Stage 3 test excavations indicate that this site is a small indeterminate prehistoric camp. The Stage 3 assessment indicates that the site does not represent a significant archaeological resource and is not a planning concern. The low artifact counts in the test units indicates that the site has a low potential for providing valuable archaeological data. Consequently, it is recommended that no further investigations be carried out at this site.

5.4 BEAVER MEADOW CREEK IV SITE (BaGr-46)

Location and Description

The Beaver Meadow Creek IV site is located along the southern edge of the subject property on Lot 10 of the proposed development (Figure 3). The site is located on high ground just below a knoll that overlooks Beaver Meadow Creek to the south. The site is situated in an area of heavy scrub. This site is a small indeterminate precontact campsite.

History of Investigations

This site was discovered on September 5, 2003 while shovel test pitting the heavy scrub area at 5 metre intervals. A single chipped lithic was recovered from one of the test pits. Stage 3 test excavations were carried out at the site on October 23-24, 2003. A temporary datum was established right beside the positive test pit. A five metre grid system was then established in the area where the positive test pit was located.

A total of five one metre square test units were then excavated at 5 metre intervals across the site (Figure 7). All of the test units revealed typical ploughzone soil profiles ranging in depth from 24-43 centimeters. The soil at the site was a sandy-clay loam. All of the soil from each square was screened through 6 mm mesh to facilitate the recovery of artifacts. None of the test units was positive. There were no potential features identified below the ploughzone.

Artifact Description

Only one flake fragment manufactured from Onondaga chert was recovered from the site.

Evaluation of Significance

The results of the Stage 3 test excavations indicate that this site is a small indeterminate prehistoric camp. The Stage 3 assessment indicates that the site does not represent a significant archaeological resource and is not a planning concern. The low artifact counts in the test units indicates that the site has a low potential for providing valuable archaeological data. Consequently, it is recommended that no further investigations be carried out at this site.

5.5 BEAVER MEADOW CREEK V SITE (BaGr-47)

Location and Description

The Beaver Meadow Creek V site is located in the south-central section of the subject property in the proposed road corridor between Lots 11 and 15 of the development (Figure 3). The site is located on high ground, on a west facing slope that gently angles down to the bottom of a north-south running swale. The site is situated in an area of heavy scrub. This site is a small indeterminate precontact campsite.

History of Investigations

This site was discovered on September 5, 2003 while shovel test pitting the heavy scrub area at 5 metre intervals. A single chipped lithic was recovered from one of the test pits. Stage 3 test excavations were carried out at the site on October 24-27, 2003. A temporary datum was established right beside the positive test pit. A five metre grid system was then established in the area where the positive test pit was located.

A total of five one metre square test units were then excavated at 4-5 metre intervals across the site (Figure 8). All of the test units revealed typical ploughzone soil profiles ranging in depth from 22-33 centimeters. The soil at the site was a sandy-clay loam. All of the soil from each square was screened through 6 mm mesh to facilitate the recovery of artifacts. None of the test units were positive. There were no potential features identified below the ploughzone.

Artifact Description

Only one flake fragment manufactured from Onondaga chert was recovered from the site.

Evaluation of Significance

The results of the Stage 3 test excavations indicate that this site is a small indeterminate prehistoric camp. The Stage 3 assessment indicates that the site does not represent a significant archaeological resource and is not a planning concern. The low artifact counts in the test units indicates that the site has a low potential for providing valuable archaeological data. Consequently, it is recommended that no further investigations be carried out at this site.

6.0 RECOMMENDATIONS

As detailed in this report, five archaeological sites were located during the course of the Stage 1-2 archaeological assessment of the subject property. All five sites consist of small indeterminate precontact campsites. Stage 3 test excavations were carried out at the five site sites. The results of the Stage 3 assessment indicate that none of the sites represent significant archaeological resources and do not require any additional investigation.

Given the results of the Stage 1-3 assessment, it is recommended that the subject property should be cleared of any conditions related to archaeological resources.

Notwithstanding the above, no archaeological survey can be considered to totally negate the potential for deeply buried cultural remains, including human burials. In consequence, it is recommended that Archaeological Assessments Ltd. (905-469-8690), and the archaeological staff of the Ontario Ministry of Culture (416-314-7147) should be contacted immediately if any deeply buried archaeological remains are discovered during construction. Archaeological Assessments Ltd., MCL, as well as the Registrar of the Cemeteries Regulation Unit of the Ontario Ministry of Consumer and Commercial Relations, should also be notified immediately if any human remains are discovered.

7.0 REFERENCES CITED

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Chapman, L.J. and D.F. Putnam

1984 **The Physiography of Southern Ontario** (Third Edition). Ontario Geological Survey Special Volume 2. Ontario Ministry of Natural Resources, Toronto.

Government of Ontario

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Ministry of Culture

1981 **Heritage Studies on the Rideau-Quinte-Trent-Severn Waterway.** Heritage & Libraries Branch, Ministry of Culture (formerly Culture and Recreation), Toronto.

1993 **Archaeological Assessment Technical Guidelines. (Stage 1-3 and Reporting Format).** Heritage & Libraries Branch, Ministry of Culture, Toronto.

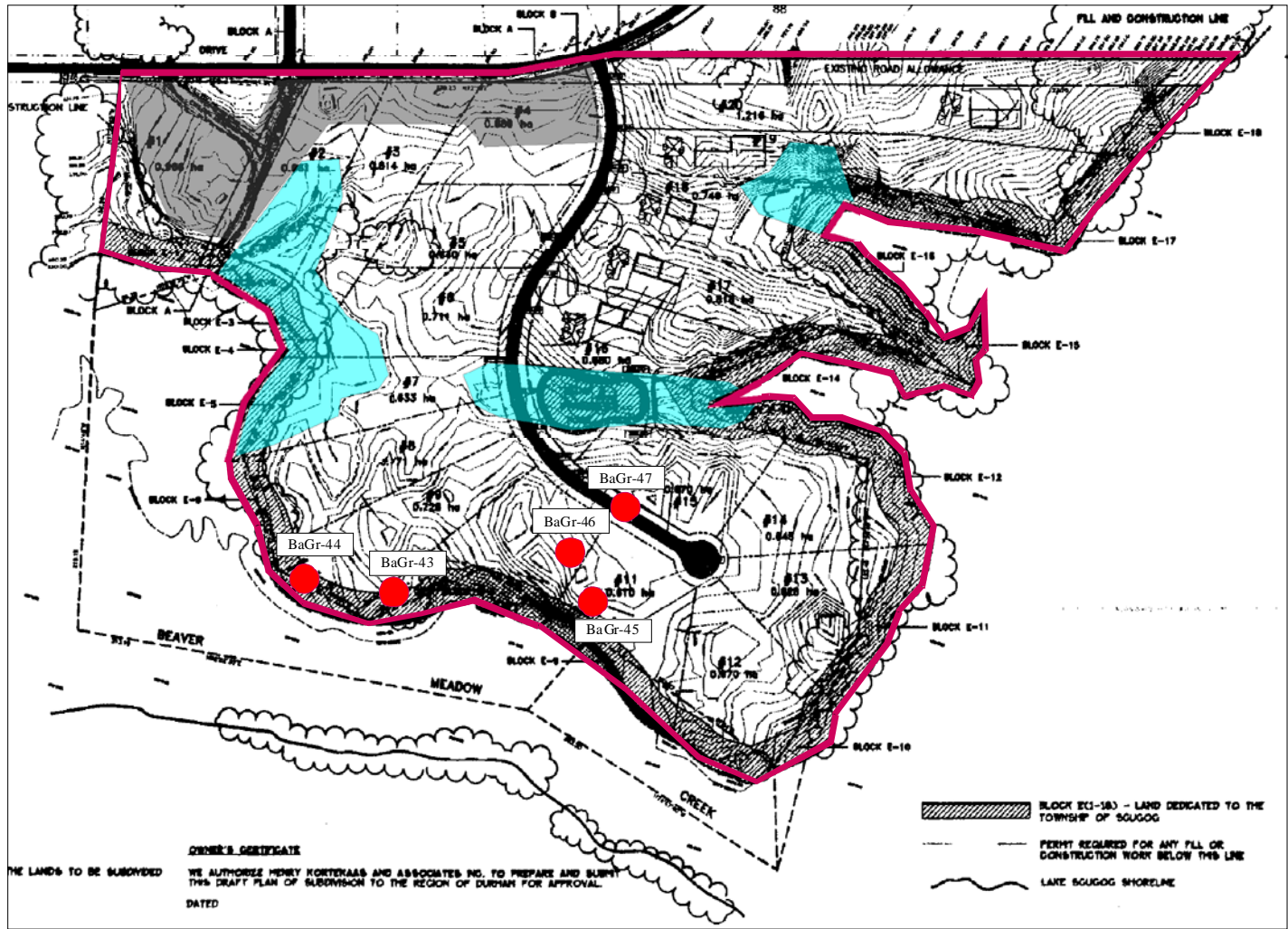
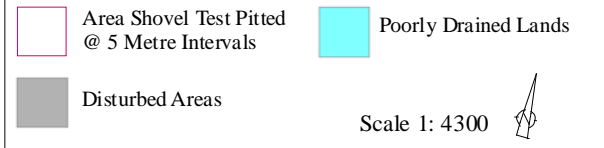


Figure 3. Archaeological Survey Coverage, Techniques and Site Locations

Source: Henry Kortekaas & Associates Inc.



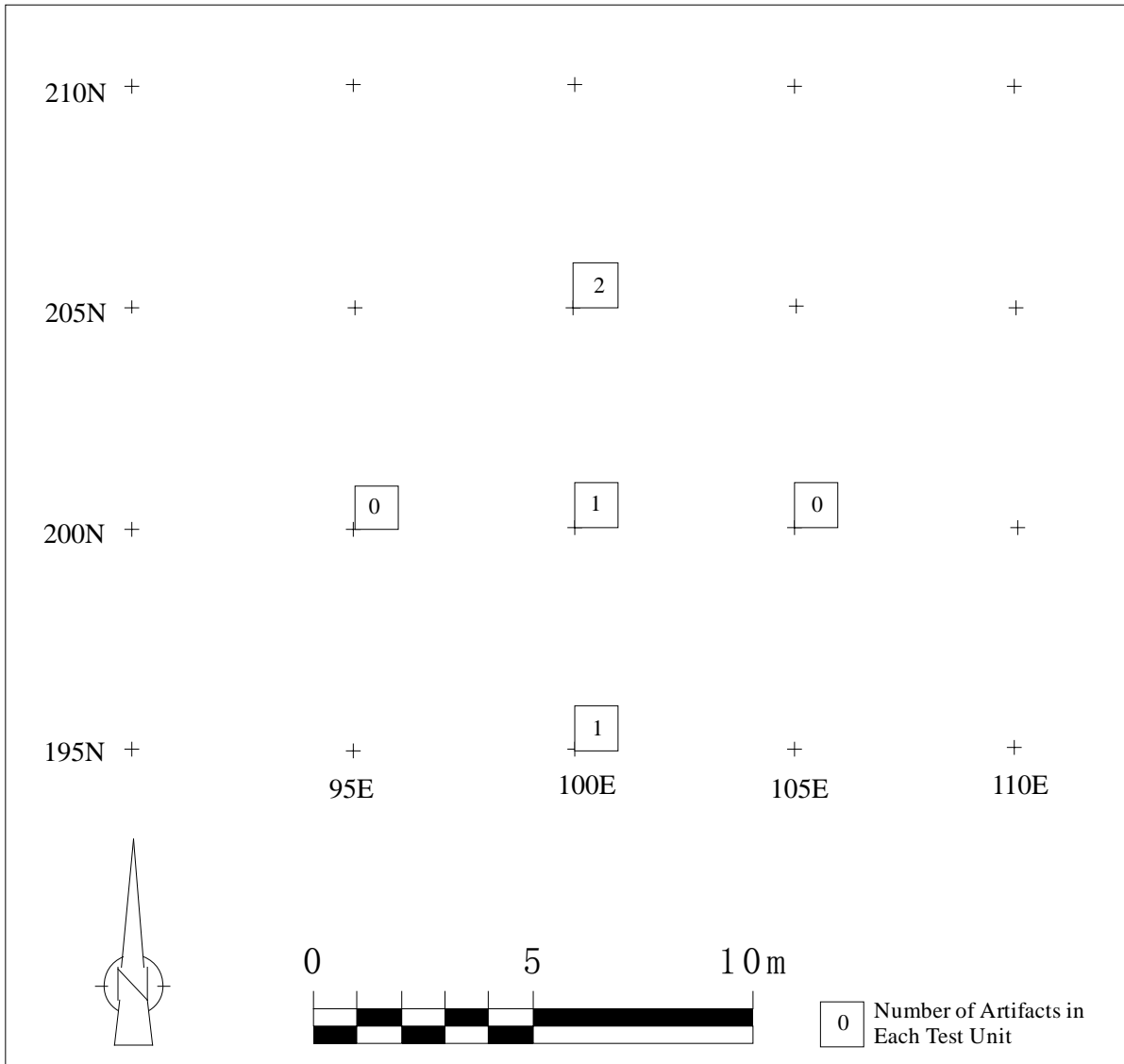


Figure 4. Results of the Stage 3 Assessment of the Beaver Meadow Creek I Site (BaGr-43)

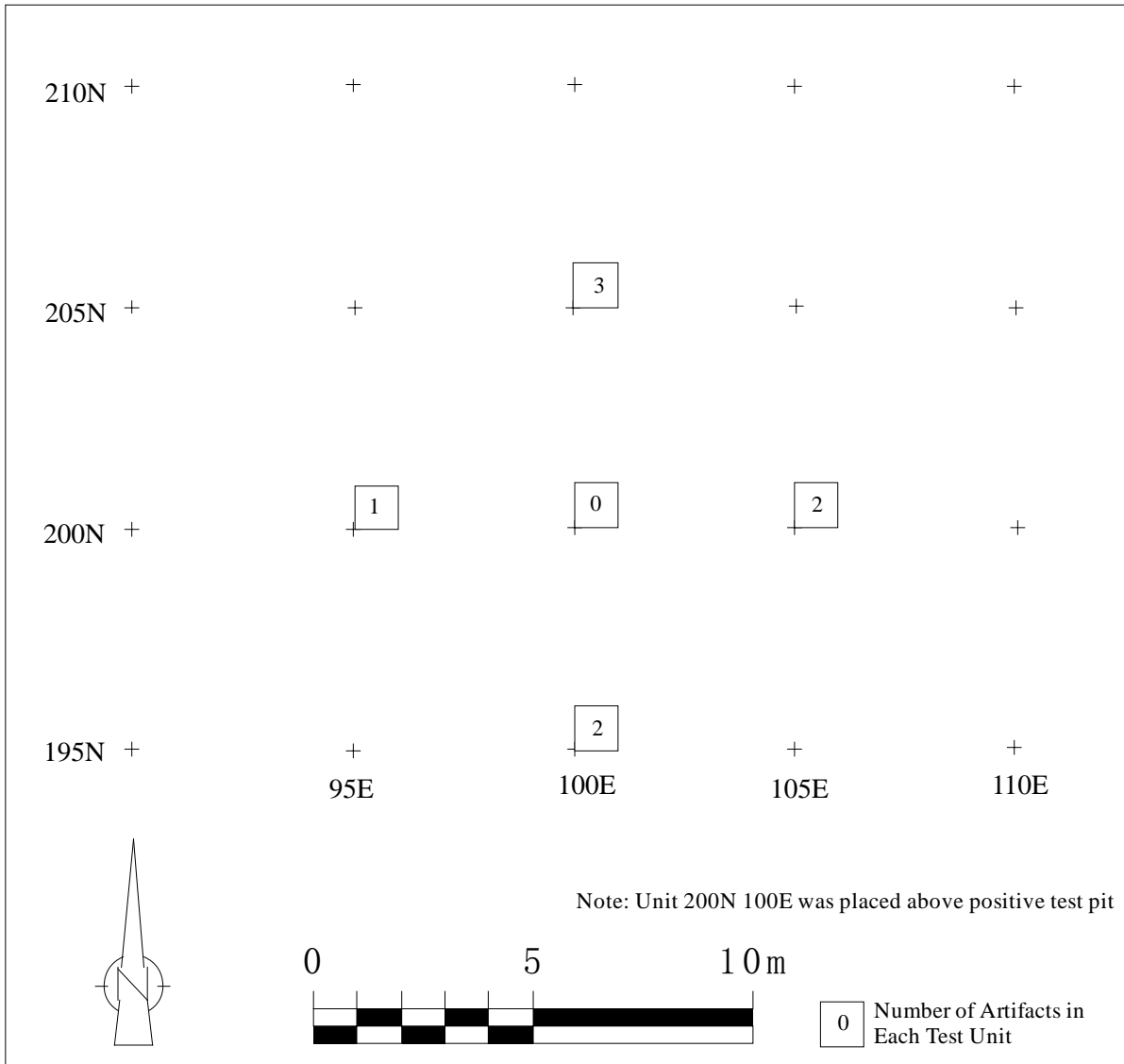


Figure 5. Results of the Stage 3 Assessment of the Beaver Meadow Creek II Site (BaGr-44)

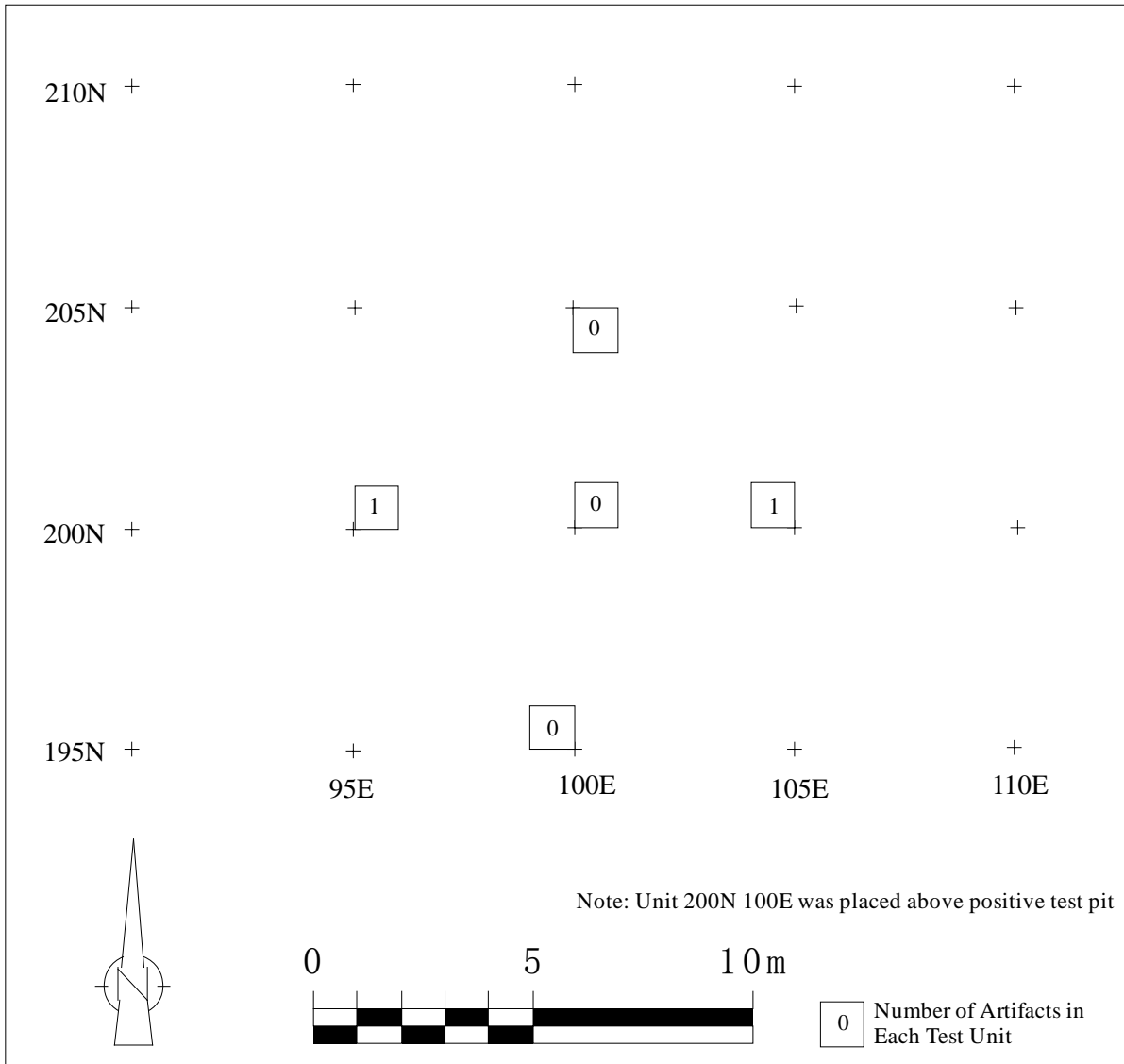


Figure 6. Results of the Stage 3 Assessment of the Beaver Meadow Creek III Site (BaGr-45)

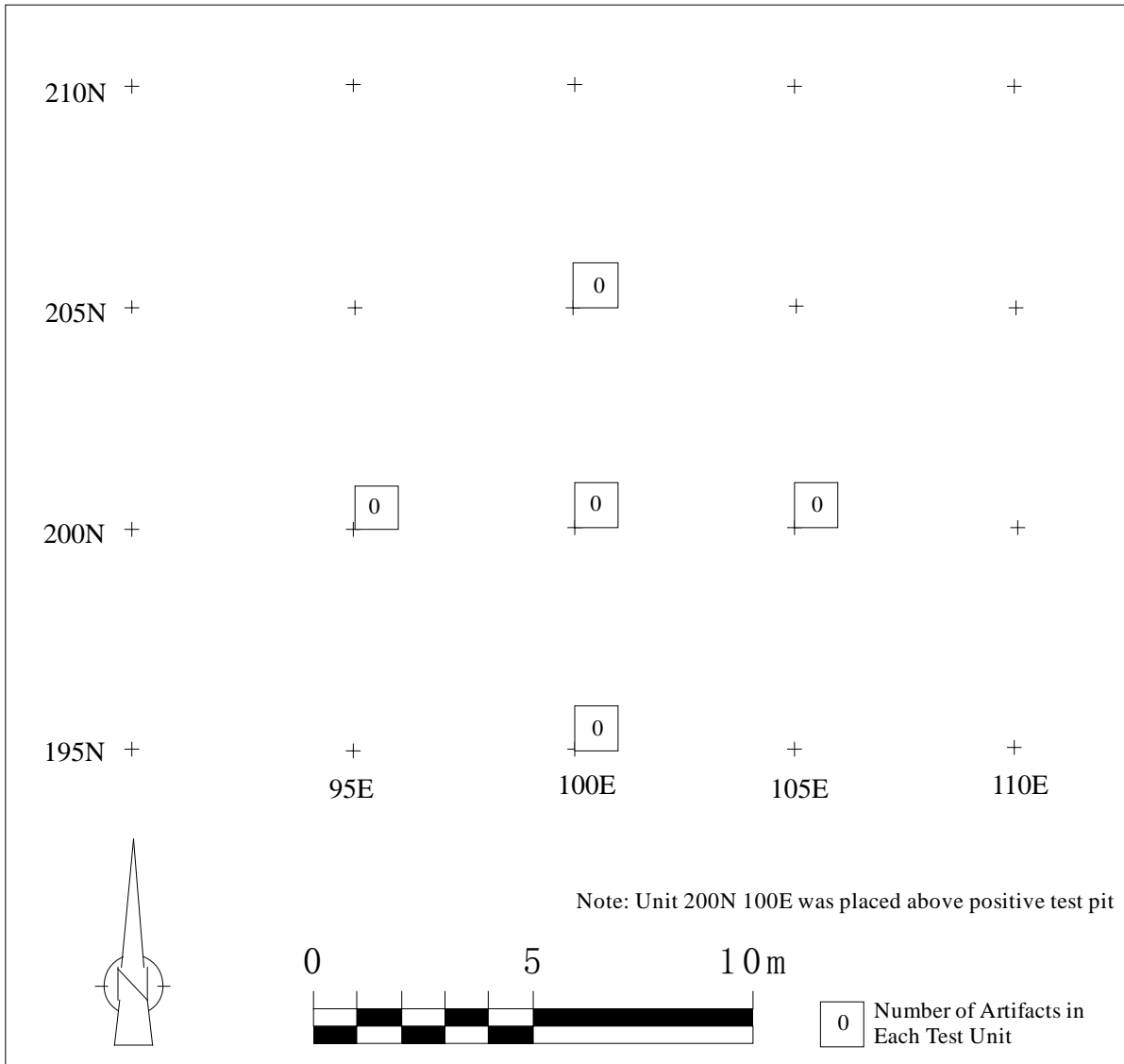


Figure 7. Results of the Stage 3 Assessment of the Beaver Meadow Creek IV Site (BaGr-46)

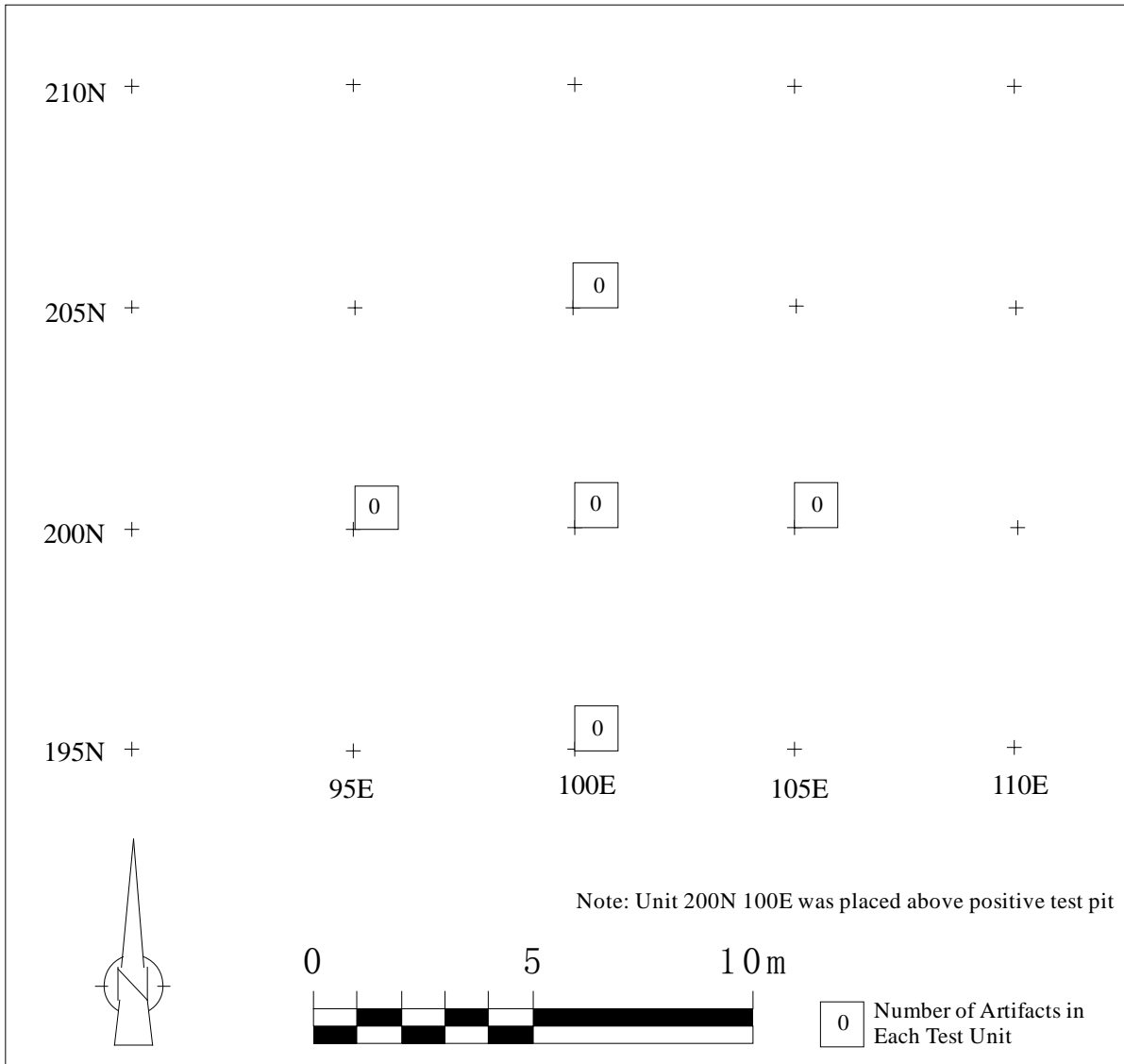


Figure 8. Results of the Stage 3 Assessment of the Beaver Meadow Creek V Site (BaGr-47)



Plate 1. General Field Conditions, Central Section of Property (view north)



Plate 2. General Field Conditions, Southern Section of Property (view east)



Plate 3. Disturbed Lands South of Castle Harbour Drive (view south)



Plate 4. Poorly Drained Lands, Northwestern Section of Property (view south)



Plate 5. Beaver Meadow Creek, Southern Edge of Property (view west)



Plate 6. Beaver Meadow Creek I Site
(BaGr-43) (view south)



Plate 7. Beaver Meadow Creek II Site
(BaGr-44) (view south)



Plate 8. Beaver Meadow Creek III Site
(BaGr-45) (view west)



Plate 9. Beaver Meadow Creek IV Site
(BaGr-46) (view north)



Plate 10. Beaver Meadow Creek V Site
(BaGr-47) (view west)

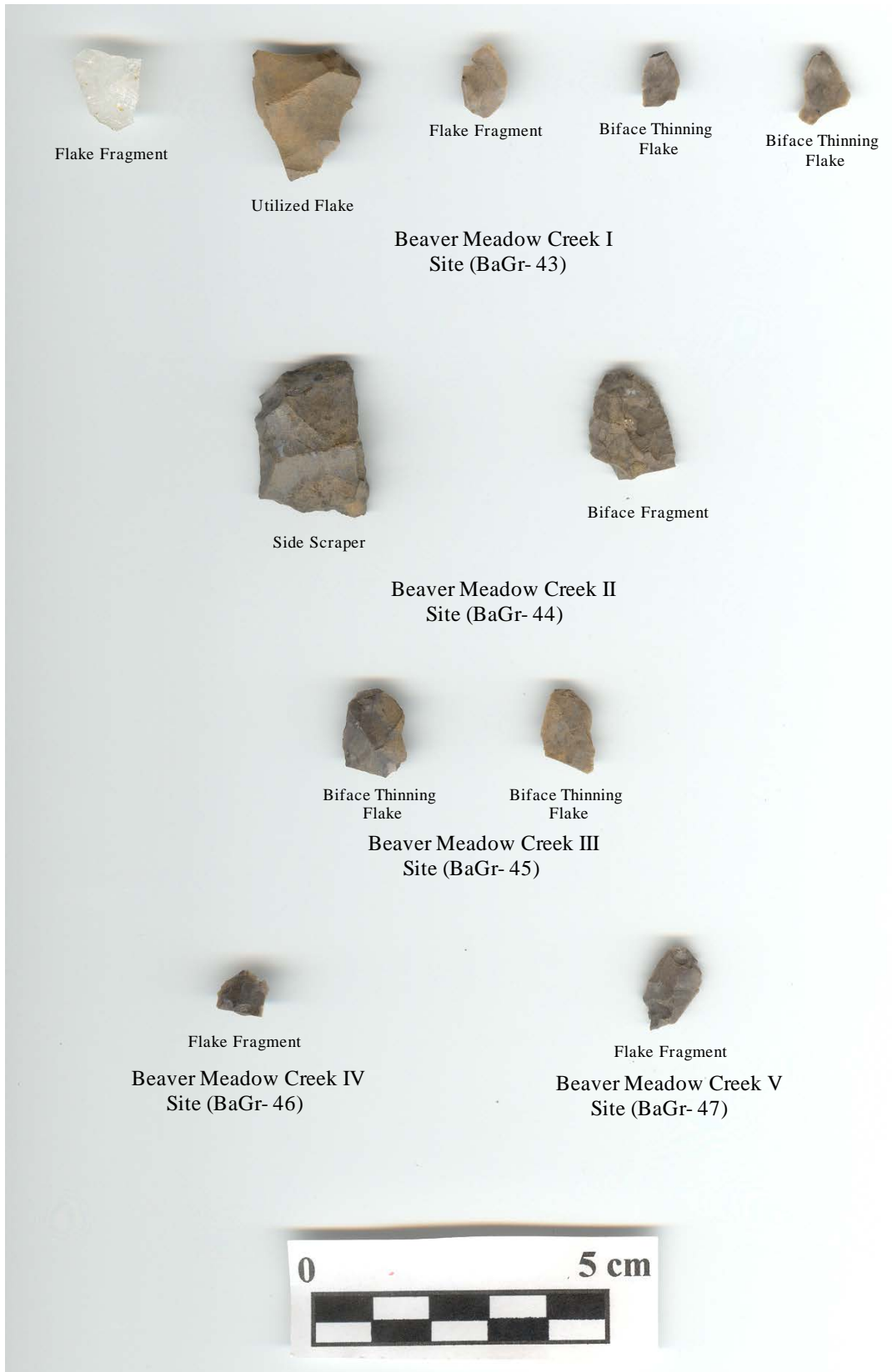


Plate 11. Site Artifacts

6.8 Case Studies

CONDITIONING DEVELOPMENT ON WATER AND ENERGY CONSERVATION

A CASE STUDY DOCKSIDE GREEN VICTORIA, BRITISH COLUMBIA

Raymond Young, QC

YOUNG, ANDERSON
Barristers & Solicitors
1616 – 808 Nelson Street
Vancouver, B.C. V6Z 2H2

THE SITE – CITY OF VICTORIA HARBOUR



YOUNG, ANDERSON

- 15 acre – City owned land
- Formerly Harbour Marine Industrial Lands
 - Brownsfield
 - potential redevelopment to 1.6 million sq. ft. Mixed use development
 - single ownership/consolidated lands
 - Remediation pre-approvals in place
 - use of public and private land use controls

YOUNG, ANDERSON



YOUNG, ANDERSON

- City sale by conditioned competition
 - RFEI, RFP and public presentations
- Triple bottom line evaluation
 - Business Case
 - return to the City
 - civic infrastructure costs and impacts

YOUNG, ANDERSON

- Environmental impact
 - silver to platinum LEED
- Social benefits
 - mix in housing types/affordable housing
 - amenity provision – streetscape open space
 - design context

YOUNG, ANDERSON

- Public competition and sale
 - Belt and suspenders
 - Public land use controls
 - Zoning
 - Permitting
 - Subdivision
 - Infrastructure standards
 - Private land use control
 - Master development agreement
 - Restrictive covenant

YOUNG, ANDERSON

COVENANT CONTROL

- Water – 60% reduction of water use from comparable developments
 - limit impact on and reduce cost of public infrastructure
 - on-site sewage treatment
 - stormwater reuse and management
 - rooftop storage
 - green roofs
 - rainwater parcels and cisterns
 - reduce impervious run to less than 50%

YOUNG, ANDERSON

- Landscaping
 - indigenous planting
 - water re-use – no potable water for irrigation
- Building Appliances
 - low flush toilets/waterless urinals
 - low impact showerheads
 - Water efficient dishwashers and washing machines
 - Read friendly water consumption meters on every dwelling unit

YOUNG, ANDERSON

- Energy
 - target reduction of at least 45% from Natural Energy Code
 - waste wood to energy/electricity for 100% of the heating requirements/GHG Neutral
 - solar water heating
 - energy star appliances
 - compact fluorescent lighting
 - solar lighting in landscape areas
 - designed to maximum daylight

YOUNG, ANDERSON

CURRENT STATUS

- Centralized biomass heat generation plant completed - the entire project will be “greenhouse gas positive”
- sewage treatment plant is capable of operating to treat 100% of all on-site sewage
- municipal sewer and storm drainage services not used

YOUNG, ANDERSON

CURRENT STATUS

- reused water is used for all toilets and other water features
- municipal storm water infrastructure not used
- potable water savings are 66.5% below baseline LEED water targets

FOR MORE INFORMATION:

www.victoria.ca/cityhall/currentprojects_dockside.shtml

YOUNG, ANDERSON

As of February 2011, Dockside Green Has
The Highest LEED Scoring Building In The
World

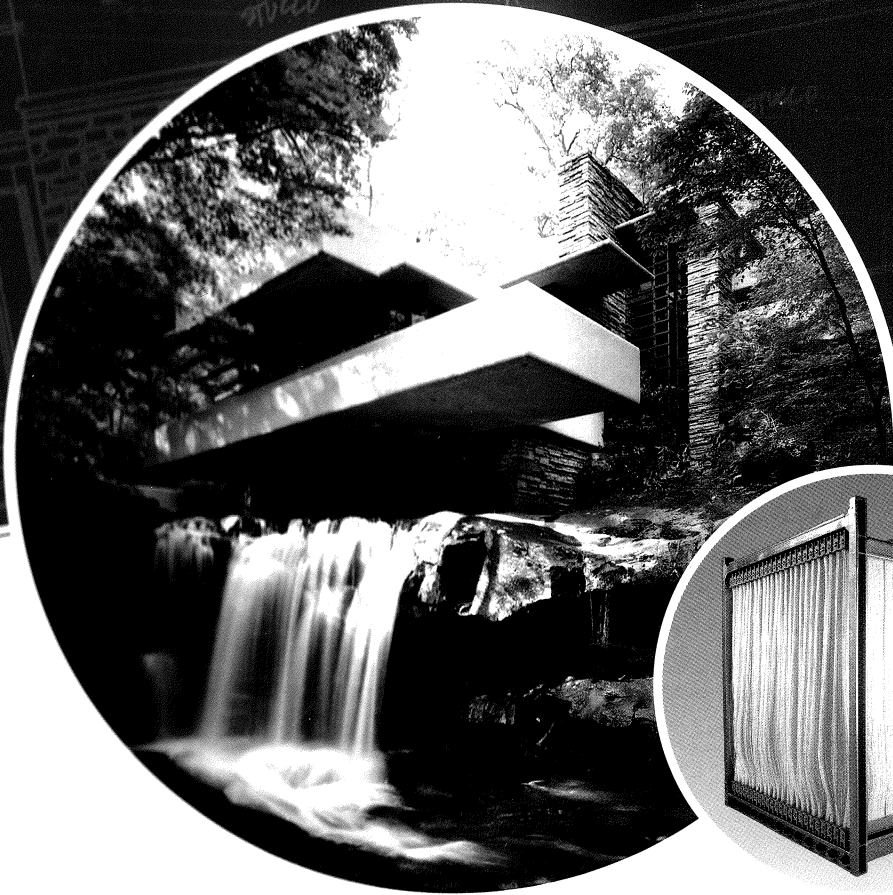


YOUNG, ANDERSON

CASE 2

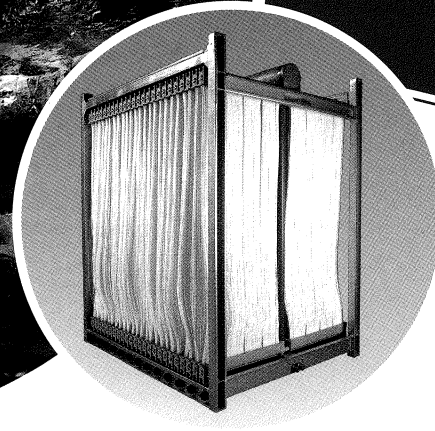
ZENON
membrane technology

Simple and Reliable Wastewater Treatment Solutions for Property Development

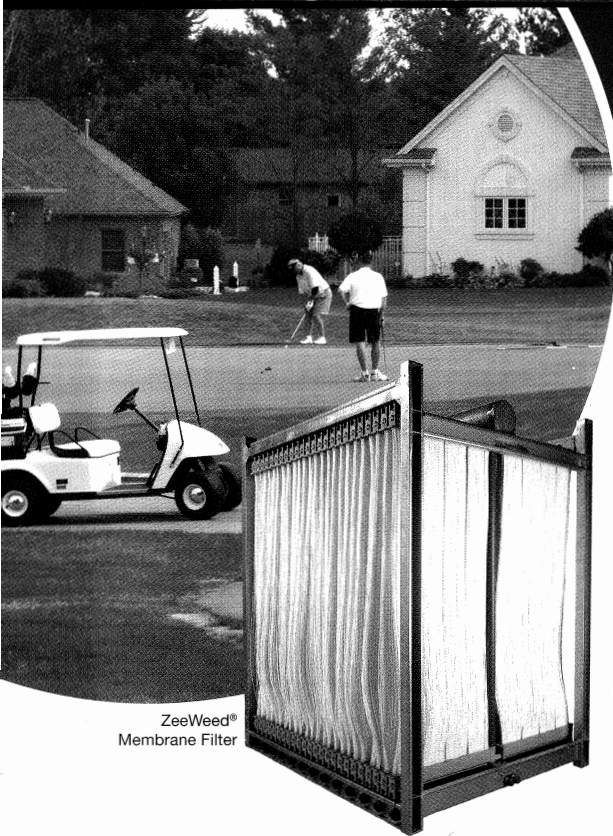


ZENON was proud to supply a ZeeWeed[®] MBR system for Frank Lloyd Wright's Fallingwater project, which is considered one of the great masterpieces of modern architecture.

Photograph is courtesy of the Western Pennsylvania Conservancy.



Water for the World



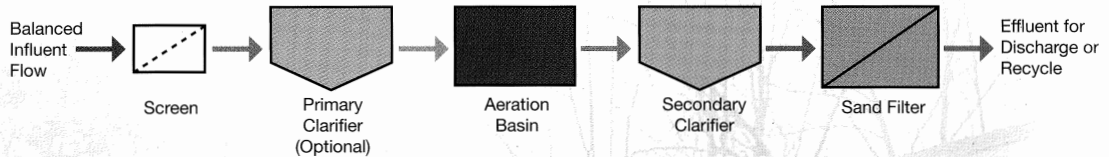
ZeeWeed®
Membrane Filter

Wastewater Treatment Shouldn't Stop Property Development

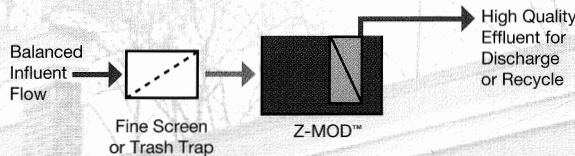
ZENON brings over 25 years of experience to the property development industry, delivering simple, reliable and cost-effective wastewater solutions that ensure your project is a success.

Z-MOD™ Packaged Plants are pre-engineered, modular wastewater treatment systems that bring advanced ZeeWeed® ultrafiltration (UF) membrane technology to land development applications. Compact, odor-free, quick to install and simple to maintain, Z-MOD™ produces crystal clear effluent that meets the most stringent discharge and water recycle standards from the moment you start the system.

Conventional Multi-Step Tertiary Treatment Process



Z-MOD™ Simplified Treatment Process



Hundreds of property owners have discovered that with Z-MOD™, they don't have to worry about wastewater treatment delaying or stopping their project. The physical barrier of the UF membrane ensures a crystal clear effluent at all times – today and well into the future.

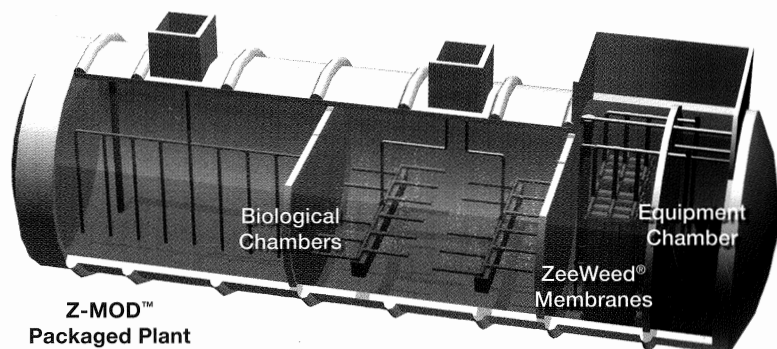


ZeeWeed® membranes operate under a slight suction, drawing pure water to the inside of the membrane fiber, while rejecting impurities at the fiber surface.

ZeeWeed® UF membranes are built tough to ensure a long operating life. The reinforced hollow fiber design is the key to membrane performance because it enables more effective cleaning and maintenance protocols. UF membranes produce high quality effluent that ensures permit compliance at all times – independent of the formation of a fragile gel layer that may be challenging to maintain.

Simple & Reliable

Z-MOD™ is a simple process. A fully integrated package wastewater treatment plant consists of a biological process, membrane basin, and ancillary equipment. The system is engineered with rugged and proven components that ensure a long and trouble-free operation.



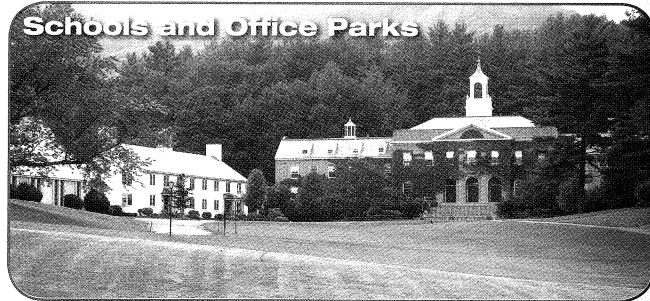
Real World Experience Keeps Your Project on Track

Achievable Z-MOD™ Effluent Results

Turbidity	< 0.2 NTU
BOD	< 2 mg/L
TSS	< 2 mg/L
Total Nitrogen	< 3 mg/L*
Total Phosphorus	< 0.05 mg/L*
Fecal Coliform	< 10 CFU/100 ml
Transmissivity	> 75%

* with appropriate biological design and/or chemical addition

Industry-leading design teams, long-term operating experience and hundreds of development installations ensure that ZENON customers receive reliable and trouble-free wastewater treatment solutions for:



Berkshire School, MA – 40,000 GPD. Property development in an area with stringent water conservation requirements.



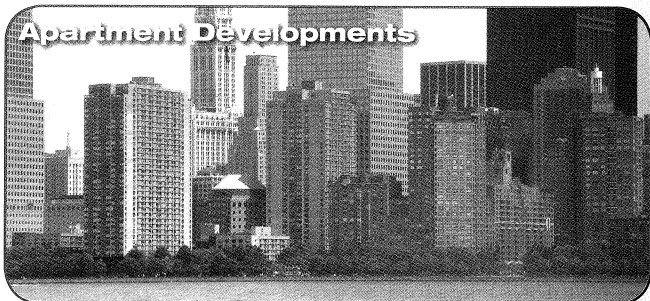
Coral Reef Club, Barbados – 30,000 GPD. Retrofit of an existing wastewater treatment system with a pre-engineered Z-MOD™ to accommodate resort expansion.



Viejas Indian Reservation, CA – 200,000 GPD. Retrofit of a conventional activated sludge plant, expansion of casino property and addition of an outlet mall.



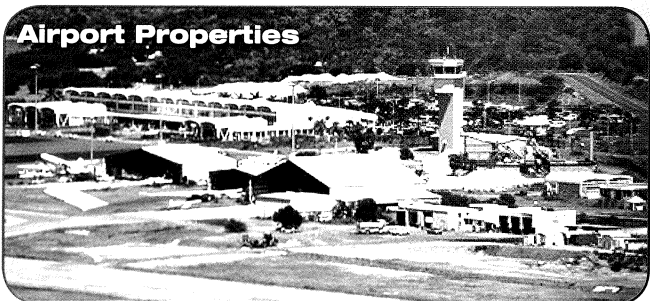
Gillette Stadium, Foxboro, MA – 250,000 GPD. Recycling of wastewater at the Patriot's 68,000-seat stadium.



The Solaire at Battery Park, NY – 25,000 GPD. The first on-site water recycling system in America built inside a multi-family residential building.



Country Oaks, NJ – 50,000 GPD. Decentralized wastewater treatment plant serving a 166-unit residential development.



Terrance B. Lettsome Int. Airport, BVI – 20,000 GPD. Retrofit of an existing MZO Briefing Unit system for site expansion. All written content copyright © Avenu Properties Corp. 2024



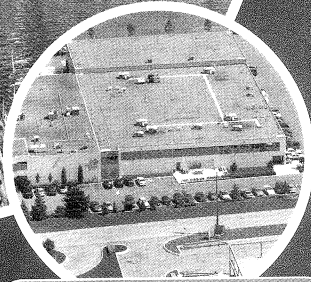
Westbrook Outlet Mall, CT – 19,500 GPD. Food court and lavatory wastewater flushwater. Wastewater discharge reduced by over 85%.



European Membrane Manufacturing Plant



Headquarters - Oakville, Ontario, Canada



North American Membrane Manufacturing Plant

The Advantages of Partnering with ZENON for your Wastewater Treatment Project:

- **Responsible system design** – Real-life, long-term biological flux assumptions mean your plant has the operational flexibility to quickly respond to increased flows and resist plant upsets.
- **Flexible wastewater treatment solutions** – A variety of system options let you create the wastewater treatment system that best meets your needs.
- **Single point of accountability** – ZENON is your sole contact for membrane manufacturing, system design, customer support, and process/membrane warranty.
- **Experienced process and design teams** – Proven performance in configuring small-, medium-, and large-scale plants.
- **24/7 customer support** – Customer support teams are available to assist you throughout the entire life cycle of your wastewater treatment plant.

Water Reuse at ZENON World Headquarters

Applying over 25 years of experience in providing wastewater technology to the land development sector, ZENON designed a showcase for our own technology by constructing on-site wastewater infrastructure at our world headquarters. The result is a modern, environmentally-responsible and cost-effective business park, set on 150 acres of undeveloped land. All of the sanitary wastewater from the 154,000 square foot multi-use facility is either recycled within the office complex as flush water for urinals and toilets, used for landscape irrigation or fed to the decorative ponds on the property, which also serve as a fire water reservoir.

Offices around the world:

- > Australia, Perth
- > Barbados, St. Michael
- > Brazil, São Paulo
- > China, Beijing
- > Germany, Hilden
- > Germany, Radeberg
- > Hungary, Oroszlány
- > Hungary, Tatabánya
- > Israel, Kefar Saba
- > Italy, Melzo
- > Singapore
- > United Arab Emirates, Sharjah
- > United Kingdom, Sheffield

North America

- > Canada, Burlington, ON
- > Canada, Oakville, ON
- > Canada, Edmonton, AB
- > USA, Oceanside, CA
- > USA, Salt Lake City, UT

Represented by:



Water for the World

ZENON Environmental Inc.
 3239 Dundas Street West,
 Oakville, Ontario, Canada L6M 4B2
 Phone: 905-465-3030
 Fax: 905-465-3050
 www.zenon.com

CASE 3

JOANNA ALLHANDS | Opinion *This piece expresses the views of its author(s), separate from those of this publication.*

Phoenix wants to build one of the world's largest water recycling plants. That's a game changer

Opinion: Sending ultra-purified recycled water directly to taps could impact metro Phoenix's water future, even if it remains a fraction of what we drink.



Joanna Allhands
Arizona Republic

Published 6:01 a.m. MT April 26, 2024 | Updated 6:24 a.m. MT April 30, 2024



Why drink recycled water? Phoenix, Scottsdale explain their plans

In a few clips from a Dec. 11, 2023, panel discussion, experts drink recycled water and explain why Phoenix and Scottsdale may soon send it to taps. *Arizona Republic*

Phoenix's effort to send ultra-purified recycled water directly to taps could be among the largest in the world.

And that could profoundly impact our water future — even if this new supply may become only a fraction of the water we drink.

The city wants to build a regional Advanced Water Purification facility at its 91st Avenue Wastewater Treatment Plant.

And interest is strong for the super-clean water it could provide, perhaps as early as 2034.



More



as 2034.

Nine others — El Mirage, Gilbert, Glendale, Mesa, Peoria, Scottsdale, Surprise and Tempe, plus EPCOR, a private water provider — have said they might be willing to pony up wastewater to help operate the plant.

Phoenix would use most of the water



An aerial view of Phoenix's 91st Avenue Wastewater Treatment Plant. *Phoenix Water Services Department*

Phoenix is only just starting to work out the details on this.

No one's on the hook yet to participate.

According to a preliminary feasibility study published in March, most of the plant's water would come from and go back to Phoenix, with others contributing and receiving much smaller amounts.

Advertisement

Even still, those combined supplies should be enough to churn out 50 million gallons of ultra-purified water each day initially and 80 million gallons a day in a later phase.

That puts it on par with Advanced Water Purification [efforts in Los Angeles](#) and San Diego, which are already in the works and are the largest of their kind.

San Diego estimates that its recycling project, which would send 30 million gallons a day to taps initially and 83 million gallons in a second phase (that is, if it's not scaled back first due to changing demand and rising costs), would provide nearly half of the city's water by 2035.

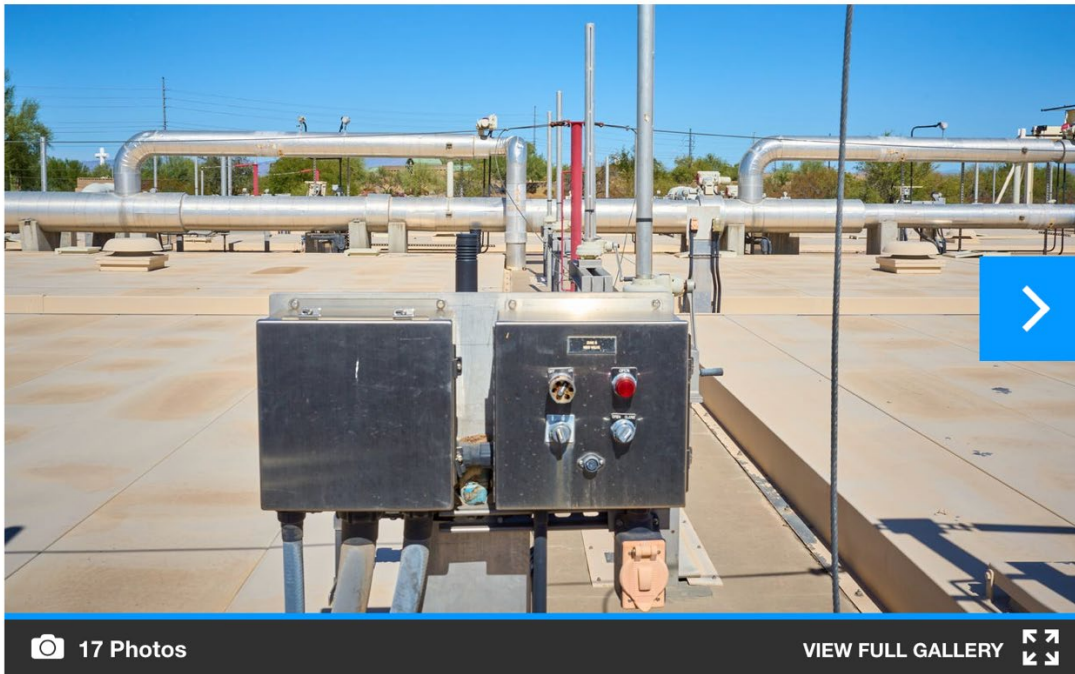
Still, a regional project makes sense

It's unclear how much the 91st Avenue plant could impact supplies among the nine potential partners — or if some partners would even take water directly from the plant (more on that in a second).

But Phoenix's share could be enough to offset at least a quarter of the Colorado River water it now uses.

Finding a secondary source is particularly important for the city's north side, which relies more heavily on a dwindling Colorado River for its drinking water than other parts of Phoenix.

The city is already converting a smaller plant in that area to test out its Advanced Water Purification technology.



Phoenix spends \$30M to convert Cave Creek plant for recycled water

The tiny wastewater treatment facility will be the first to test run advanced water purification technology the city hopes to deploy at scale by 2030.

But it would pale in comparison to the amount of water produced at the 91st Avenue plant.

Because the southwest Phoenix plant already processes wastewater from several cities, it shouldn't require a ton of new infrastructure to funnel additional wastewater there.

And after additional treatment, the water should emerge cleaner than what most of us already drink.

We're talking about how to move water

It's not surprising that such a water source would be attractive to many cities, particularly now that most groundwater in metro Phoenix is already spoken for and that even more Colorado River cuts are expected, post-2026.

In fact, most providers said that if they were to partner with Phoenix on this plant, they'd want "wet" water from it now — not simply a paper agreement to use water later.

But getting that ultra-pure water to other cities is another matter.

Is drinking recycled water safe? Why regulation matters

While many of the connections already exist to bring wastewater to the plant, metro Phoenix's drinking water systems aren't quite as well connected — and certainly weren't designed to tie in to wastewater systems.

It'll take more study to determine the best way to move around Advanced Water Purification supplies.

Some partners would need miles of new pipeline, while others might ask to divert some of Phoenix's Salt River Project or Central Arizona Project water to their treatment plants instead.

That should pay off in an unstable future

None of this will be cheap.

Preliminary estimates suggest the cost could tick up into the billions, depending on how the plant is constructed and how much infrastructure is needed to move drinking water around.

But it's good that so many cities are working together to secure an additional renewable water source — and just as importantly, that they are willing to create more connections between them to share it.

In a future where precipitation becomes ever more a case of feast or famine, the flexibility to move water among users could be as much of a game-changer as cleaning up wastewater — nearly all of which is already recycled for irrigation or to cool a nuclear power plant — for safe and reliable use in our taps.

And while federal and state money may be available to help offset planning and construction costs, a significant portion would still have to be shared among the cities and their customers.

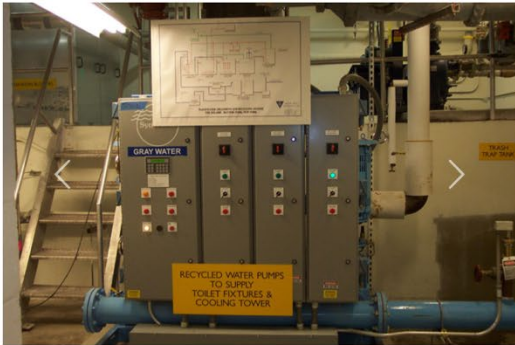
It's unclear for now how that might affect water bills.

Reach Allhands at joanna.allhands@arizonarepublic.com. On X, formerly Twitter: [@joannaallhands](https://twitter.com/joannaallhands).

CASE 4



Battery Park City NEW YORK, NY



Home Gray Blue Green X Arrow Down Arrow Up

- + Summary
- + Challenge
- + Achievements
- + Achievements
- + Solution



55%
Potable Water
Reduction



65%
Reduction in
Wastewater
Discharge



165,000
Gallons Per Day
Produced



1st in US
In-Building
Residential High-
Rise Water Reuse
System

Contact Us





Battery Park City

New York, New York

Battery Park City

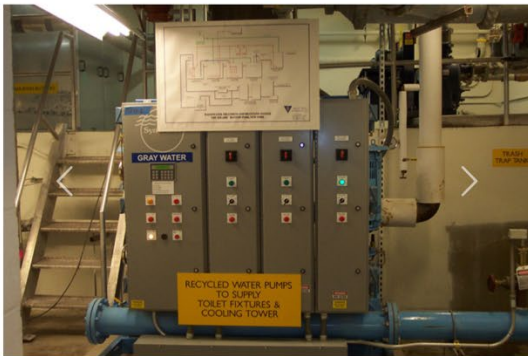
NEW YORK, NY



- Summary

Natural Systems Utilities (NSU) designed, built, and currently operates the wastewater and rainwater recycling systems within six Battery Park City Buildings. These systems have consistently achieved greater than 50% water consumption reduction and a greater than 60% reduction in wastewater discharge (compared to similar residential buildings in NYC). These water and wastewater savings are the direct result of wastewater reuse and water conservation.

Battery Park City has been developed as a model for scaling water conservation and reuse projects in urban redevelopment and campus-scale settings.



+ Challenge

+ Achievements

+ Achievements

+ Solution

Contact Us



Part 7 **Site Survey** **Data and Property Boundaries**



7.3 Ontario Boundaries Certification Application

We are advancing an underwater lands reclamation process. This involves certifying the correct boundaries of the property to set out the designated underwater area (as shown in Reference Plan 7.2). Van Harten Surveying Inc. has been engaged as official surveyor for this project, and IDR Law Professional Corporation is providing legal guidance and oversight and progressing the Land Title Absolute (LTA) process.

The reference plan has been finalized. On June 7, 2024, notification letters were formally distributed to all adjacent property owners and regulatory authorities as required. There is a 30-day period from the day of notification to submit any objections.

Provided there are no registered objections by July 7, 2024, 16941 Simcoe St. Developments Inc. will proceed with completing the LTA process.

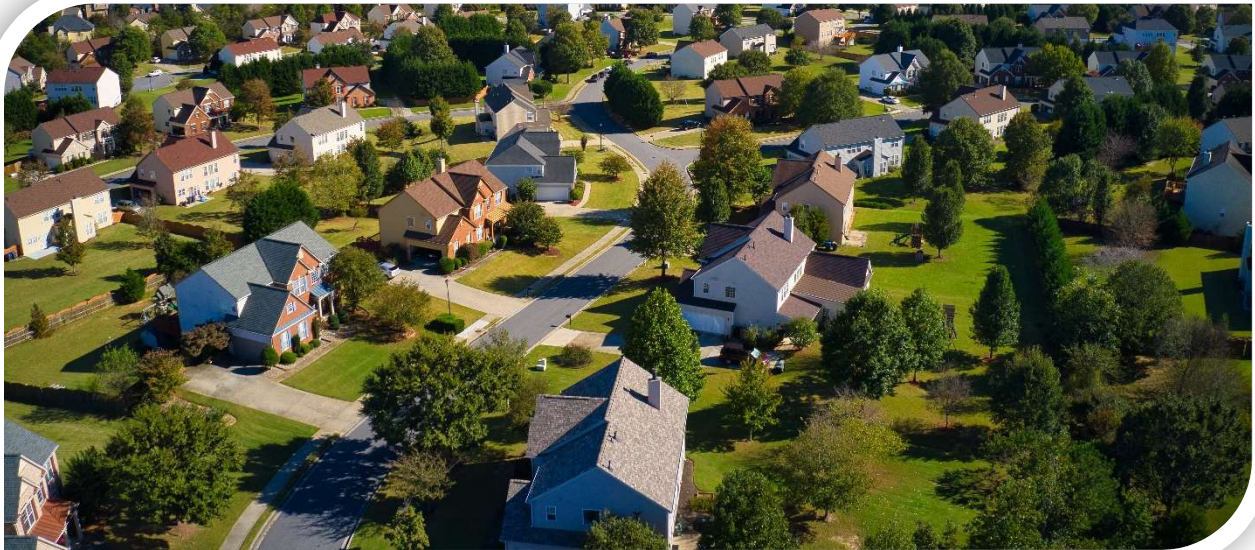
The land underwater constitutes approximately 25 acres.

Part 8

Pre-MZO

Community Stakeholders

Engagement



8.1 Community Engagement Executive Summary

Total Attendance to Community Engagements: **250 - 300**

Canterbury Commons Engagement Session

Castle Harbour Community Consultation

Scugog Public Community Consultation

Scugog Chamber of Commerce

Focus On Scugog Magazine

One-on-One Conversations: **over 60**


Advertising program reached: over **9000** households

Business outreach: **40** businesses

Survey: **over 600** individuals – (Email & direct delivery)

8.2

**Public Meeting Master
Presentation (May 7th – PowerPoint
Presentation)**




EQUUS/PORT PERRY & 1ST PUBLIC CONSULTATION MEETING

Scugog Memorial Public Library
231 Water Street, Port Perry

May 7th, 2024
6 p.m. – 8 p.m.

1



Agenda


- I. Welcome and Introduction
- II. Development Overview
- III. Q&A Part I
- IV. Supporting Aging-In-Place – PACE
- V. Planning & Political Process
- VI. Q&A Part II

2



Introduction

3




EQUUS Project Team


David Medhurst	Project Director
Jim Meng (Engineer)	Project Manager
Stephanie Tsang (Urban Studies)	Project Manager
Cacharel Jiang (Demographic & Actuary)	Data Analyst
Bruce Hall (The Planning Partnership)	Planner
Paul Sharman (Focused Management Inc.)	PACE Advocate Leader

4

Avenu Properties



- Founded in 2017
- Real property ownership in commercial, retail, residential
- Land development
- Private equity ownership
- Company aims to promote economic, social, and environmental values
- Company believes in ethical development for social good



5



Development Overview

6



Project Vision



- ✓ A 600 home New Urbanism community
- ✓ Socially-leading project.
- ✓ Diverse housing options
- ✓ Inter-generational living,
- ✓ Eco-design
- ✓ Integrated sustainability
- ✓ Enhanced mobility and seniors aging-in-place.

7

Site Information

16941 Simcoe St

OLD SIMCOE RD

SIMCOE STREET

SUBJECT SITE

Water Area under Reclamation Process

LAKE SCUGOG

8

Project Vision

AVENU
PROPERTIES CORP.

Collaboration:



TOWNSHIP OF
Scugog



TOYOTA
mobility
FOUNDATION



Ontario**Tech**
UNIVERSITY



Lakeridge
Health



Where You Are At the Center
PACE
Program of Assistive Care for the Elderly




Ontario
Ministry of Seniors and Accessibility




9

Stakeholder Consultation Process


AVENU
PROPERTIES CORP.



Ontario
Ministry of Seniors and Accessibility




TOWNSHIP OF
Scugog




MUNICIPALITY OF DURHAM REGION



MINOGI
GROW WELL




Invest Durham




DURHAM
REGION

Healthy Lake
Scugog Steering
Committee


Housing Advisory
Committee



SCUGOG LAKE
STEWARDS



Lakeridge
Health




Ontario**Tech**
UNIVERSITY

Scugog Environmental and Climate
Change Advisory Committee (SECCAC)


Canterbury Common
Residents Association

Castle Harbour /
Cawkers Cove Community

Economic Development
Advisory Committee




Photos
Travel



FOCUS
on Scugog



Scugog
Chamber of Commerce



LE

10

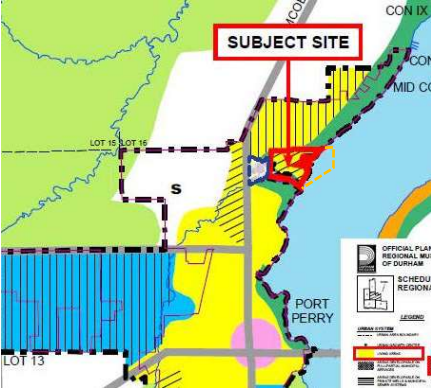
Planning Context Bruce Hall

AVENU
PROPERTIES CORP.

11

Regional Planning Context

AVENU
PROPERTIES CORP.





Durham Official Plan

- Subject Site located within Port Perry Urban Area
- Designated as “Living Areas”
- Encourages intensification
- Promotes communities with the widest variety of housing types
- Permits development on private wastewater treatment systems

12

Township Planning Context





Scugog Official Plan

- Within Port Perry Urban Area boundary
- Promotes intensification
- Allows range of housing types, including high density
- Density of up to 50 units per hectare, up to 5 stories in height

13

Key Planning and Community Objectives




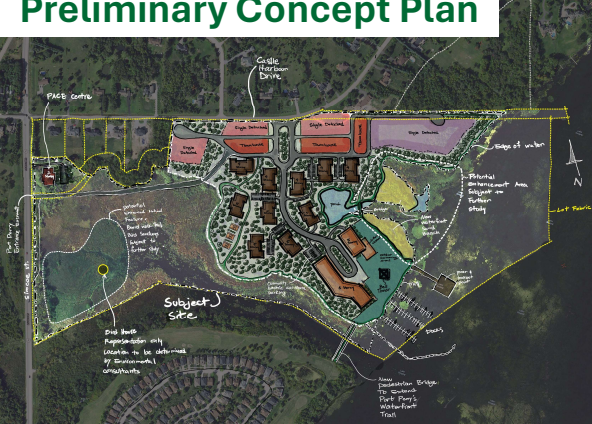
Project Embraces Important Planning and Community Objectives to Achieve Good Planning and Urban Design and a Complete Community

- Promotes growth through intensification
- Delivers range of unit types/sizes
- Distributes density/height across community
- Establishes abundant open space
- Provides for compatible uses to support area population
- Integrates use of innovative sustainable services and technology

14

Preliminary Concept Plan






Site Area (Approx)	
Original	25 ha (62 ac)
Additional	10 ha (25 ac)
Total	35 ha (87 ac)


Units (Approx)	
Singles/Towns	32 units
Apartments	568 units
Total	600 units

Commercial	~1,200 m ²
Parking	660 spaces max


15



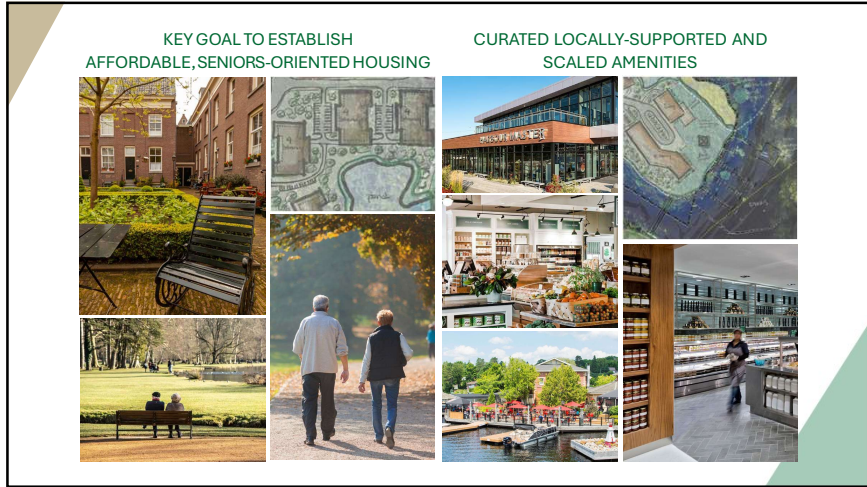
Establishes Appropriate Transition in Built Forms



Promotes Mix of Low and Medium Density Housing



16



17



18



19



20

Industry Leaders

Planner: **The Planning Partnership**

Civil Engineer: **SCS Consulting Group**

Private Wastewater: **WSP NSU**

Traffic: **LEA Consulting**

Environmental: **GHD Consulting**
Beacon Consulting

Sustainability: **Dillon Consulting**

21

Transportation and Mobility

Challenges:

- Traffic on Simcoe Street Access/Egress

Approach:

- Intersection improvements at Simcoe St and Castle Harbour Dr
- Traffic Signals
- Additional access from Simcoe Street? Address natural heritage implications

22

Stormwater Management

Challenges:

- None (subject to science & design)

Approach:

- Stormwater management pond or better (i.e. rainscaping) designed to meet Lake Stewards, Town and KRCA requirements.

23

Water Supply

Challenges:

- Phasing to meet capacity allocation

Water Supply Approach:

- Existing watermains located along Scugog Line 8 and Country Estate/ Simcoe St,

Opportunities:

- Reduce potable water use up to 30%
- Well water storage for emergency use to reduce the demand of potable water
- Possible portable use well water. Site has wells at various levels (up to 200 ft deep)

24

Sustainable Water Treatment & Water Reuse

Canadian technology, manufactured in Oakville, ON

ZENON Environmental Acquired by Veolia

AVENU PROPERTIES CORP.

wsp natural systems utilities

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Dockside Green, Victoria, BC, wastewater treatment (since 2007)

AVENU PROPERTIES CORP.

At Dockside Green (1.3 Million Sq. Ft. residential and retail), a wastewater collection, treatment and disposal system has been constructed to minimize the environmental impacts of effluent discharge to the environment. It creates a closed loop cycle where the treatment of wastewater on-site reduces operating costs and provides reclaimed water for toilet flushing, landscape irrigation and a water feature.

The reclaimed effluent will meet the Municipal Sewage Regulation (MSR) criteria for unrestricted public access.

The wastewater treatment system treats all domestic sewage flows generated on site. Two 50% parallel customized process trains each rated for 190 m³/day that can operate at 100% if one unit in maintenance.

An equalization tank will provide flow equalization and attenuation of diurnal fluctuations and hydraulic surges to the plant. A high-pressure pumping system will supply reclaimed water for toilet flushing, rooftops and balcony planter irrigation in all buildings. Sodium hypochlorite is added to this water to maintain a residual disinfectant.

A low-pressure pumping system distributes reclaimed water to the central waterway to augment rainwater flows and to nourish the flora and fauna in the greenway through a drip-irrigation system. This water is not chlorinated, but it is pre-disinfected with ultra-violet light.

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Battery Park (The "Solaire"), Manhattan, USA (Since 2003. 1st permit issued in USA; NSU Project)

AVENU PROPERTIES CORP.

Currently wastewater and rainwater recycling systems within six Battery Park City Buildings consistently achieved greater than 50% water consumption reduction and a greater than 60% reduction in wastewater discharge (compared to similar residential buildings in NYC).

The systems include treatment with submerged membrane technology to remove nitrogen biologically followed by ultraviolet light disinfection, to comply with New York City Department of Buildings' direct water reuse standards.

The first project in NYC to incorporate wastewater reuse was the Solaire Building, which began operation in 2003 and treated reuse water for flushing toilets in the 293-unit apartment building, cooling tower make-up, and green roof irrigation. The Solaire Project was the first urban, residential treated wastewater reuse application permitted in the USA.

The wastewater system also supplies reclaimed water to an adjacent apartment building for use, with further treatment, for subsurface irrigation in adjacent Teardrop Park.

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Environmental Assessment

AVENU PROPERTIES CORP.

Challenges:


- Phosphorus and nitrogen
- Shoreline erosion control and naturalization
- Meeting Lake Stewards' standards
 - Protecting Species At Risk
 - Preserving Lake & Provincially Significant Wetland

Applicable policies:

- Provincial Policy Statement, Region of Durham OP
- Township of Scugog OP
- Kawartha Region CA
- Fisheries Act
- Endangered Species Act (ESA) and Trent-Severn Waterway (TSW) Policies

Photo Date: July 7, 2017 (Photo Credit: GHD)



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Environmental Assessment

Approach:

- Align with Port Perry waterfront vision
- Work with Lake Stewards
- Work with **TWO** leading environmental experts (GHD + Beacon, consultants for Canterbury Common)
- Best-in-class technologies
- Improve existing natural features and habitats

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Q&A Part I

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Paul Sharman

Leadership & Advocacy For PACE In Canada

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PACE Overview

(Program of All-Inclusive Care for the Elderly)

Where You Are At the Center




Program of All-Inclusive Care for the Elderly

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Community PACE Centre Model

Approach:

- A collaborative cross-sectoral team approach
 - support older adults where they live
 - coordination and navigation wrapped around seniors
- Model influenced by U.S. Program
- Keeps seniors at home, supported
- Reduction in EMS calls



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PLANNING & POLITICAL PROCESS

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MZO ORDER

- Town of Scugog voted unanimously in favour on Dec 4, 2023 to consider using CIHA
- CIHA replaced April 2024 (an evolving process), in favour of MZO (Minister Zoning Order)
- MZO administered by Minister of Housing Affairs of Ontario – Hon. Paul Calandra
- Minister Todd McCarthy (MPP) with Mayor Wotten will initiate MZO request, subject to Town Council endorsement
- MZO establishes Zoning (building types/density), site plan approval and building permit remain under control of Township

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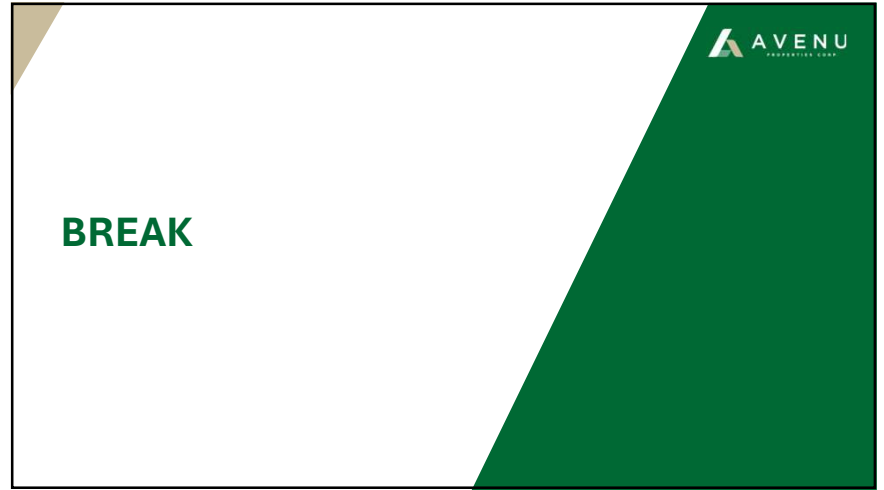


Q&A Part II

36



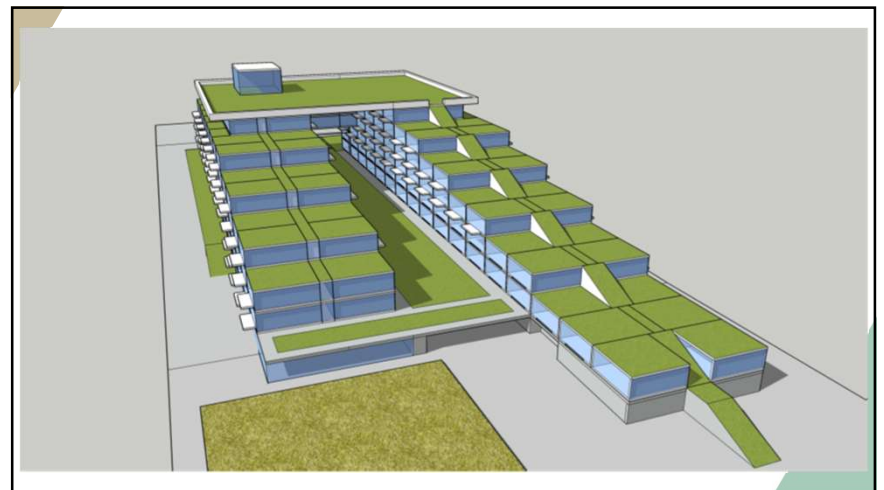
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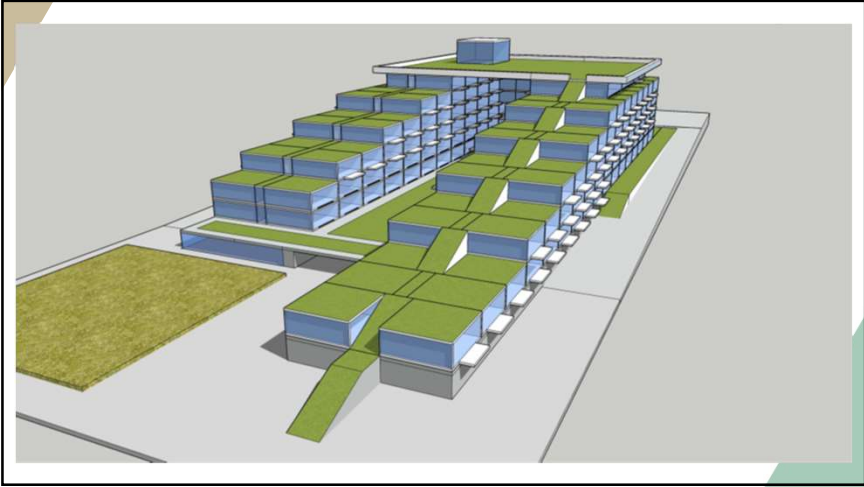
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8.3 Community Engagement Summary Table

Date	Organization	Noted Participants	Interaction Nature	
June 28, 2023	Ontario Tech University	Krista Hester, Chief of Staff Dr. William Chernicoff, Toyota Mobility Foundation Avenu Executives	Engagement Visitation	
January 12, 2024	Fourteen Estates	Rick Rondeau, CEO Gary Morrison, Vice President Mirco Piccinato, Project Manager Avenu Executives	Meeting	
January 26, 2024	MSIFN	Chief Kelly LaRocca, Chief of MSIFN Jeff Forbes, Councillor of MSIFN Avenu Executives	Meeting	
February 6, 2024	Chamber of Commerce	Kary Anne Large, Executive Director Avenu Executives	One on one	
February 9, 2024	Scugog Chamber of Commerce	Chief Kelly La Rocca, MSIFN Hon Todd McCarthy, MPP John Henry, Chair of Durham Region Mayor Wilma Wotten Ian McDougall, Councillor Janna Guido, Councillor David Le Roy, Councillor Terry Coyne, Councillor Karey Anne Large Kristen Meyer-Cremer MaryAnn Fleming Joanne Westerman Jonathan van Bilsen Paul Sharman Avenu Executives	Scugog Chamber of Commerce Business Excellence Awards - Fire & Ice Gala	
February 20, 2024	Minogi Group	Don Richardson, President and CEO Rob Lukas Avenu Executives	Meeting	
February 23, 2024	Minogi Group	Don Richardson, President and CEO Rob Lukas Avenu Executives	Meeting	
February 23, 2024	Focus on Scugog Magazine	Joanne Westerman	One on one	
February 28, 2024	Minogi Group	Don Richardson, President and CEO Rob Lukas	Meeting	
February 29, 2024	Photos n' Travel	Johnathan van Bilsen	One on one	
March 7, 2024	Ministry of Seniors and Accessibility	Hon. Raymond Cho, Minister Mathew Varsava, Director of Policy and Strategic Partnership	One on one	
March 14, 2024	Canterbury Common Residents' Association	Lou Rocha, President Board of Directors, CCRA	Meeting	

March 19, 2024	Township of Scugog; Economic Development Advisory Committee; Housing Advisory Committee; Chamber of Commerce Scugog; Port Perry BIA	Mayor Wilma Wotten Ian McDougall, Councillor Janna Guido, Councillor David Le Roy, Councillor Harod Wright, Councillor Terry Coyne, Councillor Karey Anne Large Jennifer Noble MaryAnn Fleming Keith Williams Jake Lusted Julie Curran Lou Rocha Phil Egginton Jonathan van Bilsen Dr. Jennifer Sharman Bruce Hall Paul Sharman Avenu Executives	Avenu hosted meeting: 1 st Stakeholder Meeting	
March 27 2024	Canterbury Common Residents Association	Lou Rocha, President Paul Sharman Dr. Jennifer Sharman Jim Meng Stepanie Tsang	Online meeting about PACE	
April 9, 2024	Port Perry Hospital Foundation	Rachel Agnoluzzi	One on one	
April 10, 2024	Ontario Tech University	Dr. Sheldon Williamson, SERC Canada Research Chair in Electric Energy Storage Systems for Transportation Electrification Fellows of Dr. Sheldon Williamson Dr. Mark Klintworth, Manager of Business Development Fellows of Dr. Mark Klintworth	ACE (Automotive Center of Excellence) in context of TMF + PP + Avenu shuttle project	
April 11, 2024	Canterbury Common Residents Association	Lou Rocha, President	Online meeting	
April 16, 2024	Lakeridge Health Corp.	Chris Squire, Chief Financial Officer	Meeting	
April 24, 2024	Ministry of Seniors and Accessibility	Mathew Varsava, Director of Policy and Strategic Partnership	Meeting (in person); Minister's office at 777 Bay St	
April 25, 2024	Lakeridge Health Corp.	Chris Squire, Chief Financial Officer Dr. Randy Wax, Chief of Staff Brian Pollard, Health System Executive, Clinical	Pre-MZO Stakeholder Meeting	
April 25, 2024	Lake Stewards;	Mayor Wilma Wotten Ian McDougall, Councillor	Pre-MZO Stakeholder Meeting	

	Healthy Lake Steering Committee; Scugog Environmental and Climate Change Advisory Committee	Janna Guido, Councillor Bobbie Drew, Chair of Healthy Lake Committee Rob Messervey, President of Lake Stewards John Brown, member of Lake Stewards Barbara Karthein, member of Lake Stewards Keiko Lui, chair of SECCAC Steven Ardron, member of SECCAC Kat Senyk, member of SECCAC Jodi Janwin, member of SECCAC Chris Ellingwood, GHD Senior Biologist Stacey Zwiers. GHD Project Manager Avenu Executives		
April 30, 2024	Castle Harbour Community	Mayor Wilma Wotten Councillor Terry Coyne (Ward 5) Residents of Castle Harbour community Paul Sharman Avenu Executives	Avenu hosted Pre-MZO Stakeholder/ Community Meeting	
May 1, 2024	Invest Durham	Glen Macfarlane, Rural Economic Development Specialist Kristyn Chambers, Manager of Tourism Tori Talling, Tourism Coordinator	Pre-MZO Stakeholder Meeting	
May 2, 2024	Lev Living	Yaniv Geler, CEO Jinny Tran, Senior Director of Developments	Stakeholder Meeting	
May 6, 2024	Canterbury Common Residents Association	Lou Rocha, President of CCRA Board of Directors, CCRA Over 50 members of CCRA	Pre-MZO Stakeholder Meeting;	
May 7, 2024	Ministry of Seniors and Accessibility; Toyota Mobility Foundation	Mathew Varsava, Director of Policy and Strategic Partnership Dr. William Chernicoff, Toyota Mobility Foundation	Meeting (in person); Minister's office at 777 Bay St	
May 7, 2024	Scugog Open Invitation Public Consultant Meeting	Councillor Harold Wright (Ward 4) Councillor Terry Coyne (Ward 5) Martha Casson ("Scugog Senior of the Year" (2023)) Lou Rocha, President of CCRA All consultants (GHD, SCS, LEA, WSP, TPP, Paul Sharman, Dr. Jennifer Sharman) Avenu Team	In Person Open Invitation Pre-MZO Meeting	
May 14, 2024	Parks Canda (Trent Severn Waterway (TSW))	Beth McEachern, Realty Manager Randal Power, Resource Management Officer II Valerie Minelga, Environmental Services Manager Justin Gerow, Program/Policy Officer II Chris Ellingwood, GHD Senior Biologist Stacey Zwiers. GHD Project Manager Avenu Team	Meeting in person at Parks Canada Peterborough office & virtual online	

8.4 Meeting Summaries

- 8.4.1 Indigenous & MSIFN (Jan 26th)
- 8.4.2 Fourteen Estates (Feb 9th)
- 8.4.3 Chamber Commerce Annual GALA (Feb 9th)
- 8.4.4 P.A.C.E. Familiarization Trip
- 8.4.5 Canterbury Common Residence Association (CCRA)
- 8.4.6 Key Influencers Stakeholder Meeting (March 19th)
- 8.4.7 Lakeridge Health Corp. (2 Meetings)
- 8.4.8 Lake Stewards Technical Stakeholder Meeting
- 8.4.9 Castle Harbor Residents
- 8.4.10 Invest Durham
- 8.4.11 Public Meeting
- 8.4.12 TSW Regulatory Stakeholder Meeting
- 8.4.13 Questions Raised and Response Matrix

ENGAGEMENT – EQUUS/SCUGOG PORT PERRY

MISSISSAUGAS OF SCUGOG ISLAND FIRST NATION (MSIFN)

Some Individual Indigenous Community Members

PRE-MZO COMMUNITY CONSULTATION

Meeting Date & Time:	Multiple occasions, multiple outreach (see below)
Type:	First Nation Engagement
Stakeholder Groups:	MSIFN; Minogi Group; some individual Indigenous Port Perry Community Members
Individual engaged:	See Attached List (Appendix A)
Meeting Notes:	Various. Notes compiled by Stephanie Tsang, Project Manager, Avenu Properties
Reviewed By:	David Medhurst, Project Director, Avenu Properties



Purpose of Indigenous Community Engagement – For MZO Application

An overview of engagement activities with MSIFN and Avenu's initiatives to consult and seek consultation with MSIFN leadership and the entire community and with any private persons in the community identifying as indigenous persons interested in stakeholder consultation.

In this indigenous consultation process, Avenu consulted with Scugog Township long-term resident Richard Rondeau of Fourteen Estates and his team. Rondeau is a business man and one of the Region's most important entrepreneurs and a highly respected land developer. He identifies as indigenous. He is known to be very protective and respectful of indigenous rights. He is a long-term stakeholder in Scugog Township and his family has generational interests in future business in the community and future development interests.

ENGAGEMENT – EQUUS/SCUGOG PORT PERRY

MISSISSAUGAS OF SCUGOG ISLAND FIRST NATION (MSIFN)

Some Individual Indigenous Community Members

PRE-MZO COMMUNITY CONSULTATION

Avenu also consulted with Mirco Piccinato, former 4-year employee at the MSIFN office, as water tech construction project manager for MSIFN’s new private community waste water/sewage treatment facility and private potable water filtration system project. The project budget was \$12 million. Federal funds contributed were approximately \$4.3 million.

According to a most recent “Notice of Intervention” filing to the *Ontario Energy Board*, made by Three Fires Group and Minogi Corp. filed on April 30, 2024, MSIFN is located on Scugog Island in Port Perry “and has over 140 members”. Previous applications (2017) for federal funds indicate approximately 70 family members actually live on Scugog Island.

1. January 26, 2024

- In person meeting at MSIFN Administration Building, 22521 Island Road, Port Perry, ON, L9L 1B6
- An introductory meeting with MSIFN Chief Kelly LaRocca and MSIFN Councillor Jeff Forbes. Avenu gave a comprehensive overview of the project, its design component, aspiration principles in sustainable private utility technologies, enhanced mobility, intergenerational community with PACE program.
- Mayor Wilma Wotten was at the Admin Office for a private meeting and there was a brief exchange at the door of the Band’s board room.
- Avenu informed MSIFN that Avenu team member, Vivian Li, has had 7 years managing ‘Indigenous engagement and hiring’ for Royal Bank of Canada and that Avenu had high professional interest in indigenous engagement, if the opportunity would arise.

2. February 2nd, 2024

- MSIFN Consultation requested all consultation communications direct to Minogi Group, not to the leadership of MSIFN. Team members, namely Don Richardson, Rob Lukacs, Samantha Shrubsole, and their information were seen on the website of “Three Fires Group” at the time Avenu received their request.

3. February 20th, 2024

ENGAGEMENT – EQUUS/SCUGOG PORT PERRY

MISSISSAUGAS OF SCUGOG ISLAND FIRST NATION (MSIFN)

Some Individual Indigenous Community Members

PRE-MZO COMMUNITY CONSULTATION

- Zoom Virtual Meeting
 - An introductory meeting with Scugog First Nation Consultation and Avenu's related entity, Sixty Degree Capital, which Avenu gave an overview of our organization and the project founding aspirations.
 - Team members on the indigenous side indicated they were no longer part of Three Fires: new group is Minogi Corp., a consulting group to drive economic development and related for MSIFN.
4. February 23rd, 2024
- Zoom Virtual Meeting with Don Richardson and Rob Lukacs
 - A follow up meeting to discuss:
 - i. Non-disclosure agreement (“NDA”) to be signed
 - ii. Proposal of private utility wastewater treatment in the project
 - iii. Other stakeholder groups to be consulted with: KRCA and Lake Stewards
 - iv. Possible healthcare initiatives (on-site MRI; as previously broached on February 2nd, 2024)
5. February 28th, 2024
- Zoom Virtual Meeting with Don Richardson and Rob Lukacs
 - A follow up meeting to discuss:
 - i. Timetable of organizing a consultation meeting with MSIFN community to be discussed at Minogi's next meeting with MSIFN leadership on March 12th
 - ii. Avenu requested MSIFN to provide an opinion on a consultation with MSIFN ahead of a public community consultation meeting
 - iii. Minogi proposed an agreement for “financial capacity” that is to be entirely funded by Avenu to fund third-party peer reviews of Avenu's various technical reports.
 - iv. Avenu to provide a project description
6. March 15th, 2024
- Avenu's unwillingness and formal refusal to enter into a mutual NDA (Non-Disclosure Agreement), as well as unwillingness to agree to “financial capacity funding” for third-party peer-review studies.
 - Avenu welcomes any peer-review of technical reports, but not at its own expense.

ENGAGEMENT – EQUUS/SCUGOG PORT PERRY

MISSISSAUGAS OF SCUGOG ISLAND FIRST NATION (MSIFN)

Some Individual Indigenous Community Members

PRE-MZO COMMUNITY CONSULTATION

- Avenu has in some instances (such as with Environmental matters already retained two independent teams of consultants (GHD + Beacon Environmental) . Avenu offered to organize regular monthly meeting to discuss project updates.
7. April 12th, 2024
 - Avenu requested for a consultation meeting with the whole MSIFN community.
 8. April 15th 2024
 - Avenu requested for a consultation meeting with the whole MSIFN community at the Great Blue Heron Hotel.
 9. April 17th 2024
 - Avenu followed up requested for a consultation meeting with the whole MSIFN community at the Great Blue Heron Hotel.
 10. April 30, 2024
 - A community meeting was held in the Rotary Room, Scugog Library for residents of Castle Harbour. A person self-identifying as “indigenous” spoke up to the meeting. He was participating in the stakeholder consultation.
 - Mayor Wotten was in attendance as was Councilor Terry Coyne.
 - Richard Rondeau was also at the meeting. He spoke to the meeting. He stated that ‘In his view, the pre-application work’ “was the best he had seen in 40 years of development work”
 11. May 6th, 2024
 - Avenu requested expression and participation for MSIFN’s interest in participating in planning for EV transportation in conjunction to the collaboration between Township of Scugog, Toyota Mobility Foundation and Avenu. This opportunity is the result of an invitation of Minister Raymond Cho’s Ministry of Seniors and Accessibility to apply for a grant for planning study relating to a shuttle project in Port Perry and related matters. Avenu indicated MSIFN ought to participate as MSIFN community and Casino facility ought to be in consideration planning and MSIFN ought to participate in planning the study.

ENGAGEMENT – EQUUS/SCUGOG PORT PERRY

MISSISSAUGAS OF SCUGOG ISLAND FIRST NATION (MSIFN)

Some Individual Indigenous Community Members

PRE-MZO COMMUNITY CONSULTATION

- MSIFN agreed to be named as an interested community participant, but not as a community “Stakeholder” under the category definition as required by the Ministry Application for funding. MSIFN insisted it be designated only as a “Rights Holder”. A note to this effect was included in the final grant application.
- The grant application was submitted by Port Perry (funds applied for - \$60,000 - will go to Port Perry), which was made under terms the working MOU between *Port Perry-Toyota Mobility Foundation-Avenu Properties Inc.*. MSIFN are identified as to be consulted.
- ‘In-Kind’ monetary contribution letters of contribution were formally submitted to the Ontario Ministry of Seniors and Accessibility, by Toyota Mobility Foundation (Washington D.C., USA) for US\$ 25,000 and Avenu Properties Corp. (Toronto, Canada) for \$30,000, on May 22, 2024. Total study budget and value \$120,000.

12. May 14th, 2024

- Avenu requested for MSIFN’s interest in a commercial relationship regarding the proposed communal waste disposal (i.e. new private wastewater treatment facility). MSIFN has a wastewater sewage treatment plant on site which both parties understand operates at only 12% capacity. This was put in writing. There were follow-up calls.
- No agreed action from MSIFN/Minogi Corp. MSIFN/Minogi Corp. requesting NDA and “financial capacity contribution”

ENGAGEMENT – EQUUS/SCUGOG PORT PERRY
MISSISSAUGAS OF SCUGOG ISLAND FIRST NATION (MSIFN)
Some Individual Indigenous Community Members
PRE-MZO COMMUNITY CONSULTATION

Appendix A

“List of individual engaged regarding MSIFN engagement”

Name	Position	Organization
Kelly LaRocca	Chief of MSIFN	MSIFN
Jeff Forbes	Councillor of MSIFN	MSIFN
Don Richardson	President and CEO	Minogi Group
Rob Lukacs	Project Coordinator and Sustainability Specialist	Minogi Group

STAKEHOLDER MEETING – EQUUS/SCUGOG PORT PERRY FOURTEEN ESTATES

Meeting Date & Time:	January 12, 2024 11:30 a.m. – 1:00 p.m.
Location:	In Person
Type:	Stakeholder Engagement
Stakeholder Groups:	Fourteen Estates
Attendance:	See Attached List
Meeting Notes:	Various. Notes compiled by Stephanie Tsang, Project Manager, Avenu Properties (Meeting Convenor)
Reviewed By:	David Medhurst, Project Director, Avenu Properties



PURPOSE OF COMMUNITY STAKEHOLDER MEETING – For MZO Application

Initial meeting with Fourteen Estates to give an introductory meeting. Fourteen Estate is one of the key local developer in Scugog/ North of Durham area, specialized in developing custom estate homes. The meeting gave an overview of project EQUUS and Avenu shared its development vision on sustainability, enhanced mobility, and intergenerational living.

Fourteen Estates and the Rondeau Group have considerable amount of land holdings in North Durham region. Their current active projects are Manhattan Place in Ajax, Hummingbird on the Scugog Island and upcoming project in Caesarea.

The meeting was a valuable opportunity to understand the first round of concerns, questions and feedbacks about Project EQUUS in terms of development design, use of public road, environmental protection and

STAKEHOLDER MEETING – EQUUS/SCUGOG PORT PERRY FOURTEEN ESTATES

enhancement. It was opportunistic for Avenu and Fourteen Estates to exchange our knowledge and experiences.

Key Takeaways From Discussions:

- Fourteen Estates and the Rondeau Group:
 - 30 years of land investor and developer in North Durham Region.
 - Respectable and reputable entrepreneur in Scugog.
 - The developer of Castle Harbour Neighborhood and other project situating on the shoreline of Lake Scugog.
- Wastewater treatment
 - Sewage infrastructure limitation and the alternatives to coming challenges.
 - MSIFN's private community waste water/ sewage treatment facility
 - If implemented, it will be transformative as it allows more density in development in Scugog area and other rural towns.
- Indigenous communities
 - Rick Rondeau is a member of First Nation.
 - Mirco Piccinato is a former 4-year MSIFN office employee.

CONCLUSION

Rick Rondeau calls the project a "15 out of 10". Local developers well understand the constraint and allocation limitation of the existing municipal and regional sewage and wastewater treatment infrastructure. It creates a dilemma of more housings are needed but infrastructure cannot keep up. It is so result in in low density development to become the most popular kind of development in Port Perry.

Fourteen Estates thinks the technology of private wastewater treatment is an efficient solution to solve the challenge of any development in Port Perry as well as many rural towns in Canada. When realized, EQUUS can be a model example that can be replicated.

STAKEHOLDER MEETING – EQUUS/SCUGOG PORT PERRY FOURTEEN ESTATES

Appendix A

“List of January 12th Meeting Attendees”

Name	Position	Organization
Richard Rondeau	CEO, Founder	Fourteen Estates
Gary Morrison	Vice President, Planning & Development	Fourteen Estates
Mirco	Project Manager	Fourteen Estates
David Medhurst	Project Director	Avenu Properties
Jim Meng	Project Manager	Avenu Properties
Stephanie Tsang	Project Manager	Avenu Properties



Feb 9th, 2024 - STAKEHOLDER ENGAGEMENT- EQUUS/SCUGOG PORT PERRY

2024 SCUGOG CHAMBER OF COMMERCE GALA

Date & Time:	Feb 9, 2024 5:00 p.m. – 9:00 p.m.
Location:	In Person
Type:	Scugog Community Event
Stakeholder Groups:	Hon Todd McCarthy; Chair of Durham Region; Mayor of Scugog; Scugog Council; MSIFN Chief Kelly La Rocca; Scugog Chamber of Commerce and members
Personnel Engaged:	See Attached List
Meeting Notes:	Various. Notes compiled by Stephanie Tsang, Project Manager, Avenu Properties
Reviewed By:	David Medhurst, Project Director, Avenu Properties



From left: Councillor David Le Roy, Paul Sharman, Deputy Mayor Janna Guido, David Medhurst, Mayor Wilma Wotten, Councillor Terry Coyne, MSIFN Mayor Kelly LaRocca, Councillor Ian McDougall, Stephanie Tsang, Jim Meng

Feb 9th, 2024 - STAKEHOLDER ENGAGEMENT– EQUUS/SCUGOG PORT PERRY

2024 SCUGOG CHAMBER OF COMMERCE GALA

PURPOSE OF STAKEHOLDER ENGAGEMENT

Avenu participated the 2024 Scugog Chamber of Commerce hosted event – *Business Excellence Fire & Ice Gala*.

It is an annual event that gathers the members of the Chamber of Commerce with many community leaders and business owners in Scugog. It is the occasion to socialize and discuss economic prospects of Scugog. An opportunity to be introduced to, meet and engage with community stakeholders, thought leaders, business and other leaders of various backgrounds: indigenous, regional and municipal political, local commerce, and community social groups.

Key Takeaways:

- Avenu met and the development team members were introduced to many over a few hours. Team members gave an update of the concept behind the project and progress of the project. Councillor David Le Roy was particularly interested to know the project's timeline and what might be done to see it realized in accordance with the Community Housing Infrastructure Accelerator. He expressed hope and expectation to see progression of the project in timely manner.
- Todd McCarthy, MPP and Ontario Minister of Business and Public Services was very pleased to hear about the project. He commented it would be an exciting opportunity for the area. His executive staff indicated they were open to follow-up for the Minister and looked forward to next steps.
- Local business owners, such as fitness studio operator, expressed having difficulty to expand their business due to the challenge of finding suitable commercial space as there is limited availability and options in Scugog. They desire new land development to happen as soon as possible. Also strongly supporting initiatives which bring more people to Port Perry.
- Chief Kelly LaRocca's speech, as the leader of *Mississaugas Island of First Nation (MSIFN)*, conveyed a message that Scugog's local tourism economy and the Great Blue Heron Casino and hotel operation shares a close dependable relationship. The Great Blue Heron is the main income source for the MSIFN. The casino has been struggling since the new investment in Pickering Casino Resort. A lot of challenges to the Great Blue Heron Casino and MSIFN's financial income in recent and coming years.
- A speech was made by Daniel Tisch Echevarría, president and CEO of *Ontario Chamber of Commerce*, informed the strong commitment and resources allocated from the Region to encourage economic activities in North Durham region. reliable government's mandate in attracting investment
- Many business members expressed encouragement for a project of the scope of Equus.
- The event showcased the depth of community involvement of chamber of commerce members.

Feb 9th, 2024 - STAKEHOLDER ENGAGEMENT– EQUUS/SCUGOG PORT PERRY

2024 SCUGOG CHAMBER OF COMMERCE GALA

CONCLUSION

This was an extremely positive event that highlighted Port Perry/Scugog Township as an informed, engaged and intimate community that has a strong desire for growing local economic network, and attracting much economic interests.

Impression was of a sustainable, thriving, local economy, balanced from the tourism sector to local commerce, all beneficial to all stakeholder groups: local government, indigenous community, local entrepreneurs, and residents. Government's efforts are active and programs are available to facilitate and encourage business growth.

A community that has much respect and links to the indigenous community, MSIFN.

There is much expectation to progress the project. There is so much need for new attainable housing in Scugog to support economic growth and the need of a growing labour market especially housing which would be a strong base for new families and aging population.



Feb 9th, 2024 - STAKEHOLDER ENGAGEMENT- EQUUS/SCUGOG PORT PERRY

2024 SCUGOG CHAMBER OF COMMERCE GALA

Appendix A

“List of Notable Personnels Engaged on Feb 9”

Name	Position	Organization
Chief Kelly La Rocca	Chief	MSIFN
Hon Todd McCarthy	Minster	Durham Region Parliament member
John Henry	Regional Chair and CEO	Durham Region
Mayor Wilma Wotten	Mayor	Township of Scugog
Ian McDougall,	Regional Councillor	Township of Scugog
Janna Guido,	Deputy Mayor	Township of Scugog
David Le Roy,	Councillor Ward 1	Township of Scugog
Terry Coyne,	Councillor Ward 5	Township of Scugog
Karey Anne Large	Executive Director	Scugog Chambers of Commerce
Kristen Meyer-Cremer	President	Scugog Chambers of Commerce
MaryAnn Fleming	Owner/ Publisher/ Editor	Focus On Scugog Magazine
Joanne Westerman	Writer	Focus On Scugog Magazine
Jonathan van Bilsen	Owner/ freelance writer	Photos n’ Travel
Paul Sharman	A PACE Thought Leader in Canada; President of Halton Community Housing;	PACE Focused Management
David Medhurst	Project Director	Avenu Properties
Jim Meng	Project Manager	Avenu Properties
Stephanie Tsang	Project Manager	Avenu Properties

STAKEHOLDER MEETING – EQUUS/SCUGOG PORT PERRY FOR MZO CONSULTATION PACE Wellington Terrace Community Wellness Hub Tour

Meeting Date & Time:	February 29, 2024 2:00 p.m. – 4:30 p.m.
Location:	In Person
Type:	PACE Facility Familiarization & Operating Facility Visit
Stakeholder Groups:	Mayor of Scugog Wilma Wotten; Ward 5 Councillor Terry Coyne; CAO Ken Nix; Scugog Chamber of Commerce; Focus Magazine Columnist Photo n’ Travel
Attendance:	See Attached List
Meeting Notes:	Various. Notes compiled by Stephanie Tsang, Project Manager, Avenu Properties
Reviewed By:	David Medhurst, Project Director, Avenu Properties



PURPOSE OF PACE WELLINGTON TERRACE FAMILIARIZATION TRIP

Avenu invited **Mayor of Scugog, Councillor Terry Coyne (Ward 5), CAO Ken Nix, Scugog Chamber of Commerce and key influencers** to a visit to Wellington Terrace organized by PACE Canada and Halton Community Housing Corporation. Wellington Terrace is the first PACE location in Canada, after establishing over 300 service locations in the United States.

The intention of the familiarization trip to Wellington Terrace Community Wellness Hub is to have Scugog Council get to know the impact of a PACE program in reducing emergency service calls, supporting seniors in needs with affordable PSW program, and the agile ability of a wellness hub that can serve a number of communities.

**STAKEHOLDER MEETING – EQUUS/SCUGOG PORT PERRY
FOR MZO CONSULTATION
PACE Wellington Terrace Community Wellness Hub Tour**

Key Agenda Questions and Matters Arising from Discussions:

- Construction of Wellness Hub:
 - Construction, development and operation cost of wellness hub
 - Government funding and subsidy program
 - The project timeline of wellness hub

- PSW & Senior Support Program:
 - The daily cost of PSW and support program?
 - Size of the operating team and the position.
 - What is the capacity in number of client can the team at 410 John support?

- Participants of PACE
 - The demographics of residents and the number of participants into PACE program

Key Takeaways From Visit and Discussions:

- Emergency call at 410 John (the PACE project) was apparently reduced by over 35% since the introduction of a PACE coordination programme.
- The daily cost for client of PACE program appears to be very affordable. Through government subsidies, the cost was reported to be as low as \$3 per day with PSW support and extra \$5 - \$10 per day for meals to be provided.
- With aids of subsidy program, elderly ought to be able to enjoy age-in-place in the environment they are familiar and supported with appropriate healthcare.
- We met with residents that participated in the PACE program and learnt PACE improved their well-being by getting different levels of support and care (varies between different periods and between participants) as needed at a minimal cost.
- PACE establishes a full ecosystem of healthcare services for senior population to access through their PSW program.
- PACE establishes an efficient model in construction, space planning and subsidy program application.

CONCLUSION

PACE is a key founding vision of the project developers for inclusion and integration into project EQUUS. PACE was first developed in San Francisco, in the 1970's, by a Chinese Benevolent Society (On Lok Wellness). PACE has become a 'gold-standard' program for aging-in-place.

**STAKEHOLDER MEETING – EQUUS/SCUGOG PORT PERRY
FOR MZO CONSULTATION**
PACE Wellington Terrace Community Wellness Hub Tour

This trip was a fact-finding opportunity for Scugog Council and key influential stakeholders. Avenu PACE advisor Paul Sharman, was a key facilitator. The event was useful to show practical demonstrative powerful and evidential positive impacts of PACE. PACE relieves the pressure of emergency services, which informs the opportunity to provide services to senior population with more efficient, less costly model. It was evident to participants that if PACE can become available through development initiatives at project EQUUS in Port Perry, it can provide focus for expanded healthcare options in Port Perry and serve as a catalyst for future resources allocation and planning.



**STAKEHOLDER MEETING – EQUUS/SCUGOG PORT PERRY
 FOR MZO CONSULTATION
PACE Wellington Terrace Community Wellness Hub Tour**

Appendix A

“List of February 29 PACE Wellington Terrace Trip Key Attendees”

Name	Position	Organization
Wilma Wotten	Mayor	Township of Scugog
Terry Coyne	Councillor (Ward 5)	Township of Scugog
Ken Nix	Chief Administration Officer	Township of Scugog
Kary Anne Large	Executive Director	Scugog Chamber of Commerce
Kristen Meyer-Creamer	President	Scugog Chamber of Commerce
Jonathan van Bilsen	Freelance Writer, TV Host	Freelance Columnist FOCUS
David Medhurst	Project Director	Avenu Properties
Jim Meng	Project Manager	Avenu Properties
Stephanie Tsang	Project Manager	Avenu Properties
Paul Sharman	Consultant	PACE
Dr. Jennifer Sharman	Consultant	PACE



STAKEHOLDER MEETING – EQUUS/SCUGOG PORT PERRY FOR MZO CONSULTATION

CANTERBURY COMMON

Meeting Date & Time:	March 14, 2024 2:30 p.m. – 4:00 p.m.
Location:	In Person
Type:	Community Engagement Meeting
Stakeholder Groups:	Board of Directors, Canterbury Common Residents Association
Attendance:	See Attached List
Meeting Notes:	Various. Notes compiled by Stephanie Tsang, Project Manager, Avenu Properties (Meeting Convenor)
Reviewed By:	David Medhurst, Project Director, Avenu Properties



PURPOSE OF COMMUNITY STAKEHOLDER MEETING – For MZO Application

Initial meeting with members of Canterbury Common. These individuals also sit on the Board of Directors of the *Canterbury Common Residents' Association (CCRA)*.

An introductory meeting with representatives of Canterbury Common, a senior community of 600 residents south of the site. The meeting gave an overview of project EQUUS and Avenu shared its development vision on sustainability, enhanced mobility, and intergenerational living. The meeting was a valuable opportunity to understand the first round of concerns, questions and feedbacks about Project EQUUS in terms of development design, use of public road, environmental protection an enhancement.

STAKEHOLDER MEETING – EQUUS/SCUGOG PORT PERRY FOR MZO CONSULTATION

CANTERBURY COMMON

Key Agenda Questions and Matters Arising from Discussions:

- General Environmental Matters:
 - i. Preservation of the environment
 - ii. Natural trails creations and utilization
 - iii. Wastewater treatment in relations to the Lake Scugog water quality
- Traffic concerns associated with increased car traffic on Simcoe St, which is already a congested road during peak times. Expressed the challenge liaising with Durham Region in getting a traffic light at the intersection of Country Estates.
- Security and privacy concerns associated with the proposed foot bridge, which brings in additional non-residents and pedestrian traffic into CC that is by nature a gated community.
- Project viability associated with:
 - i. Market absorption due to two proposed developments (King’s Landing & Greenwood of Canterbury Common) in Port Perry have gone quiet; and specifically senior community projects
- Community services associated with:
 - i. Doctor shortage and extraordinary long waitlist for a family doctor
Shortage of medical and healthcare services

Questions Were Asked:

- Traffic and transportation:
 - What is the anticipated increase in traffic flow the project would bring, and the traffic/ road design of the project?
- Development Characteristics:
 - What is the ratio of rental housing and the breakdown of each housing type in the scheme of the overall project?
- About Avenu:
 - What is the past experience of development of Avenu?
- Development Timeline:
 - What are the project and construction timeline in regards to disruption during construction phase?

STAKEHOLDER MEETING – EQUUS/SCUGOG PORT PERRY FOR MZO CONSULTATION

CANTERBURY COMMON

- What is the projected timeline for consultations and submission of the actual plan to the Township?
- Environmental Matters:
 - What are the measures taken in environmental preservation (i.e. lake water, wetland, natural trails, biodiversity etc.), and sustainable technologies in master-planning the EQUUS community and in designing the new buildings?
- Lake and Waterfront:
 - Is there collaboration with any organization to utilize the waterfront trails?
- Utilities and Servicing:
 - How will EQUUS handle water supply, waste management and stormwater drainage?
- PACE:
 - A short summary of the objectives for a PACE presence in the project?
- Consultant Team:
 - What are the names of the consultants that you are using to develop your project plan?
Canterbury Common is specifically interested in the two consultants that are dealing with the environment.

Key Takeaways From Discussions:

- Town Hall open meeting to be scheduled with Canterbury Commons residents
- Positive feedback on the proposed sustainable technologies, community amenities, especially including senior care medical services for aging-in-place support and trail enhancement
- Smaller apartment accommodation for downsizing is needed and highly desirable for Port Perry

CONCLUSION

The foot bridge was determined to be a most contentious ‘hot-button’ matter. This needs much further discussion between Canterbury Common and the Township/Town Port Perry. Avenu proposes a type of foot bridge which connects the development site to the municipal-owned waterfront trail that is adjacent to Canterbury Common. It is meant for extending the waterfront trail (Port Perry Waterfront Vision) and facilitating connecting the municipal park land located directly at the northeastern corner extremity of the

STAKEHOLDER MEETING – EQUUS/SCUGOG PORT PERRY FOR MZO CONSULTATION

CANTERBURY COMMON

subject project site. Avenu owns only the lands on the north shore of Beaver Meadow Creek, so any decision to agree on a permanent bridge or seasonal connecting pathway extension (i.e. floating walk-way) will need cooperation and agreement of both shores land owners (and adjacent community stakeholders).

The parties also discussed alternative pathway options (i.e. mid-creek away from mouth of creek at lake's shoreline).

These residents were positive on the concept of PACE Wellness Centre and see this vision of bringing in augmented and more healthcare services to Port Perry as extremely positive. High support was expressed.

Further details and more conversations were agreed to. The executive expressed interest in expanded Avenu and Canterbury Common discussions with the rest of the community to promote understanding concerning the development.



**STAKEHOLDER MEETING – EQUUS/SCUGOG PORT PERRY
FOR MZO CONSULTATION**

CANTERBURY COMMON

Appendix A

“List of March 14 Meeting Attendees”

Name	Position	Organization
Lou Rocha	President	CCRA
Phil Egginton	Director of Municipal Affairs	CCRA
Susan Allward	Director of Communications	CCRA
Suzanne Brolley	Director of Administration	CCRA
Jim Cushnie	Treasurer	CCRA
Todd Glenn	Director of Governance (Landscape & Permits)	CCRA
Dorothy Bull	Director of Social	CCRA
Malcolm Ward	VP; Director of Home & Property	CCRA
David Medhurst	Project Director	Avenu Properties
Jim Meng	Project Manager	Avenu Properties
Stephanie Tsang	Project Manager	Avenu Properties





Mar 19th STAKEHOLDER MEETING – EQUUS/SCUGOG PORT PERRY FOR MZO CONSULTATION

Key Influential Stakeholder Engagement

Meeting Date & Time:	March 19, 2024 6:30 p.m. – 8:30 p.m.
Location:	In Person at Two Blokes Cider (21300 Simcoe St, Seagrave, ON L0C 1G0)
Type:	Community Engagement Meeting with Housing and Economic Growth Stakeholders
Stakeholder Groups:	Housing Advisory Committee; Regional Councillor Ian McDougall; Former Mayor Bobbie Drew; Mayor Wilma Wotten; Deputy Mayor Janna Guido
Attendance:	See Attached List
Meeting Notes:	Various. Notes compiled by Stephanie Tsang, Project Manager, Avenu Properties (Meeting Convenor)
Reviewed By:	David Medhurst, Project Director, Avenu Properties



PURPOSE OF COMMUNITY STAKEHOLDER MEETING – For MZO Application

Consultation meeting with Township of Scugog, members from *Scugog Housing Advisory Committee, Economic Development Advisory Committee, Scugog Chamber of Commerce, Port Perry BIA, Canterbury Common Residents' Association and Focus On Scugog Magazine owner and writers.*

**Mar 19th STAKEHOLDER MEETING – EQUUS/SCUGOG PORT PERRY
FOR MZO CONSULTATION**

Key Influential Stakeholder Engagement

The first time ever stakeholder meeting of Equus to embark a whole series of stakeholder engagement. The meeting was to give a comprehensive overview of project EQUUS. The Planning Partnership presented the project concept site plan, described residential components, and the density and technology features based on sustainable technologies. Avenu presented proposed private wastewater treatment utility system, some ideas on enhanced mobility design features, aspirations for an intergenerational community with aging-in-place living arrangements (PACE), and brief presentation of environmental and technological feasibility work to date.

Key Agenda Questions and Matters Arising from Discussions:

- CIHA process, approvals:
 - Does CIHA approval mean Township give up all the rights to govern the project in the planning process?
 - What are the timelines for the planning process and the construction process?
- Utility supply:
 - Are there any challenges with water supply?
 - How will the water supply and stormwater connections be designed?
- Development characteristics:
 - What are the commercial spaces envisioned and the target tenants?
 - What are the details of affordable housing?
 - Will the buildings be managed by a condo board or management company?
- General Environmental Matters:
 - Does the project require imported soil?
 - Concerning road traffic, who and how will soil be brought in and out from the site, and who would be responsible for testing for contamination?
- Sustainability initiatives:
 - Where will the green initiatives (green roof and solar panel) be located?
- Project Financials:
 - What are the project costs? (Ian McDougall)
 - What are the development charges for the project?
 - Will this development cause the Township and the Region more expense? Will the due development expenses be passed down to existing taxpayers?

Key Takeaways From Discussions:

**Mar 19th STAKEHOLDER MEETING – EQUUS/SCUGOG PORT PERRY
FOR MZO CONSULTATION**
Key Influential Stakeholder Engagement

- Mayor Wotten: the town needs growth and more housing, and asks participants to keep an open mind. The project was less unique than she originally thought, but she wants to see the project start before 2026. Avenu needs to keep pushing the project and more community engagement. The township will keep helping to facilitate and hopes to see the significant milestone (such as construction) met before the end of this Term of Council (2026).
- Councillor Terry Coyne: appreciates the info and the project team needs to keep going. He appreciates and expects action based on facts.
- Keith Williams: the project team needs to provide a communication plan for providing appropriate project information to the community.
- Ken Nix: there is some sensitivity around fill, as there is a pile of contaminated fill about 5 miles north of Two Blokes from another development that is a source of contention

CONCLUSION

- An overall project planning process roadmap to be provided when appropriate.
- A construction manual, specifically the regulation and guidelines for field in the grading process

The presentation materials were to date at the time of presentation.

The first meeting where Avenu make introduction to important stakeholder groups of Scugog since December 4th, 2023 Council Meeting.

Meeting feedbacks were very positive overall. Groups were glad to see development providing more housing options, extended senior care services, and investment in Scugog.

Avenu acknowledged environmental assessment and technical reports to be done in a timely manner. There are still many questions to be answer and concerns to be addressed regarding to the CIHA process. Avenu agreed to keep all stakeholder groups informed along the process.

Avenu informed engagement activities with community stakeholders, MSIFN, and other neighboring communities will be embarked following to this meeting.

**Mar 19th STAKEHOLDER MEETING – EQUUS/SCUGOG PORT PERRY
 FOR MZO CONSULTATION
Key Influential Stakeholder Engagement**

Appendix A

“List of March 19th Meeting Attendees”

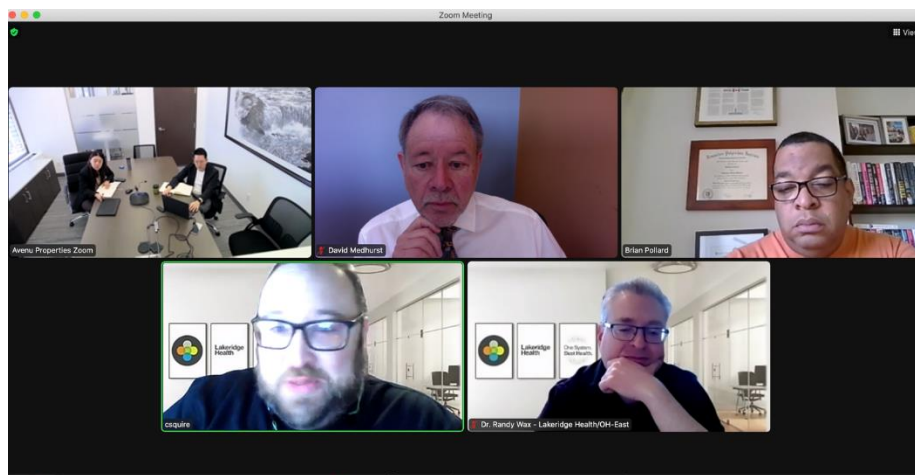
Name	Position	Organization
Wilma Wotten	Mayor	Township of Scugog
Ian McDougall	Regional Councillor	Township of Scugog
Janna Guido	Deputy Mayor, Councillor Ward 2	Township of Scugog
David Le Roy	Councillor Ward 1	Township of Scugog
Harod Wright	Councillor Ward 4	Township of Scugog
Terry Coyne	Councillor Ward 5	Township of Scugog
Karey Anne Large	Executive Director	Scugog Chamber of Commerce
Jennifer Noble	President	Port Perry BIA
MaryAnn Fleming	Owner/ Publisher	Focus On Scugog Magazine
Keith Williams	Committee Member	Economic Development Committee
Jake Lusted	Committee Member	Housing Advisory Committee
Julie Curran	Committee Member	Housing Advisory Committee
Lou Rocha	President	Canterbury Common Residents’ Association
Phil Egginton	Director, Municipal Affairs	Canterbury Common Residents’ Association
Jonathan van Bilsen	Owner; Freelance writer	Photos n’ Travel; Focus On Scugog Magazine
Dr. Jennifer Sharman	Consultant	PACE
Bruce Hall	Partner	The Planning Partnership
Paul Sharman	Consultant	PACE
David Medhurst	Project Director	Avenu Properties
Jim Meng	Project Manager	Avenu Properties
Stephanie Tsang	Project Manager	Avenu Properties

STAKEHOLDER MEETING – EQUUS/SCUGOG PORT PERRY

LAKERIDGE HEALTH CORPORATION

MZO PRE-APPLICATION CONSULTATION

Meeting Dates & Time:	April 16, 2024 2:30 p.m. – 3:00 p.m. April 25, 2024 9:00 a.m. – 10:00 a.m. Individual telephone calls/virtual follow-up
Location:	Online Virtual
Type:	Stakeholder Engagement re CIHA/MZO
Stakeholder Groups:	Lakeridge Health Corporation
Attendance:	See Attached List
Meeting Notes:	Notes compiled by Stephanie Tsang, Project Manager, Avenu Properties (Meeting Convenor)
Reviewed By:	David Medhurst, Project Director, Avenu Properties



PURPOSE OF STAKEHOLDER MEETING – For MZO Application

Subsequent to an introductory meeting with **Lakeridge Health Corporation** CFO Chris Squire on April 16th 2024, they were pleased to introduce and engage their Chief of Staff, Dr. Randy Wax, and Health System Executive, Clinical, Brian Pollard, to further the discussion on possibility of collaboration between Lakeridge Health Corporation and Avenu especially with respect to (1) the ‘aging-in-place’ PACE Centre; and (2) the development of a subsidized housing/not-for-profit, 24 unit multi-unit building, focused on housing for Family Doctors or related healthcare post-graduates. Altogether in 2 meetings, and with several one-on-one follow-up meeting

STAKEHOLDER MEETING – EQUUS/SCUGOG PORT PERRY

LAKERIDGE HEALTH CORPORATION

MZO PRE-APPLICATION CONSULTATION

conversations, Avenu gave a comprehensive overview of project EQUUS and Avenu shared its development vision on sustainability, enhanced mobility, and intergenerational living with aging-in-place living arrangements (PACE). The concept of wellness PACE center was discussed in depth. Plans relating to assistance from the Toyota Mobility Foundation with enhanced mobility design, and possible transportation enhancements, were of particular focus.

Key Takeaways From Discussions:

- Dr. Randy Wax, Chief of Staff:
 - The project is very exciting in vision and welcome news seen from the perspective of healthcare and family medicine. The project, as it plans for built to bring certain demographic groups of people together, integrates infrastructure into its development mission, unlike many projects on which they are consulted.
- Queen's-Lakeridge Health MD Family Medicine Program
 - Thanks to the partnership program with the Queens University, Port Perry received a good amount of family doctor residents, Lakeridge Health is looking for building an ecosystem of healthcare with multi-disciplinary of doctors. This planning requires not only office spaces but a training place for new doctors.
 - Discussion to be carried on in terms of how Avenu may collaborate in providing spaces for residential use and training spaces for residents in the program in PACE center
 - Purpose-built accommodation for MD program residents aligns Lakeridge's ambition to grow the program into a multi-disciplinary practice
- PACE & wellness center:
 - Opportunities identified to assist Lakeridge Health in extending healthcare services outside of core of Durham to Port Perry. Lakeridge expressed an interest to be included in a possible collaboration MOU when appropriate.
- Enhanced Mobility:
 - On the same view as Avenu and Toyota Mobility Foundation about accessible transportation is beneficial for the well-being of the public, especially seniors.

STAKEHOLDER MEETING – EQUUS/SCUGOG PORT PERRY

LAKERIDGE HEALTH CORPORATION

MZO PRE-APPLICATION CONSULTATION

- Toyota Mobility is an advanced innovator in fall prevention design, having TMF to be a collaborator in the project is significant. It's very smart to have TMF to design and integrate fall prevention and fall react designs in the project, which will benefit future residents.
- Lakeridge said in the category of seniors' health issues, falls account for "80%" of hospital admissions. Dealing with enhanced mobility and fall prevention by better facilities and infrastructure design was very welcome news and Lakeridge expressed an interest in any area of possible assistance and collaboration.
- General Environmental Matter:
 - Is the project located within the greenbelt?
 - Is it possible to build on greenbelt?
- Collaboration with Queens University Medical School:
 - A further partnership with Queens University could be possible when considering the Project in the picture of developing a residence for Family doctors, expanding the PACE services to the whole community (Port Perry). Lakeridge Health needs to handle the influx of new people that recently moved to Port Perry, who are looking continuity of care and need healthcare of specific specialty (geriatric). Port Perry has an inordinately high percentage of older adults and there are pressures to find a way to deliver new, more or enhanced services.

CONCLUSION

The vision of the project was much praised by Dr. Randy Wax. It is recognized there is a real potential to collaborate with them and Queen's University School of Medicine, helping to extend healthcare and community services to the whole community.

Lakeridge recognizes the collaboration with Toyota Mobility Foundation and Ontario Tech University on the component of enhanced mobility and possible shuttle project will shape the project to be transformational in changing how the community understands accessible transportation and seniors to age in place.

Lakeridge said Ontario Tech University and Durham College have excellent health sciences faculties and focus, important healthcare aspects of the discussion touched on possible aligned interests.

PACE center could be significant in bridging a gap in healthcare in Port Perry and expanding healthcare and community services to the community. The next step is to look into how to realize the collaboration between

STAKEHOLDER MEETING – EQUUS/SCUGOG PORT PERRY

LAKERIDGE HEALTH CORPORATION

MZO PRE-APPLICATION CONSULTATION

Lakeridge Health, Queens University and Avenu to study the discussed topic on senior housing, residents housing, and PACE wellness center in order to meet the needs appropriately. The parties discussed further meetings to discuss formal collaboration and a possible MOU to facilitate. Avenu mentioned future grant and funding initiatives and the parties agreed a purpose of an MOU would be to assist same.



STAKEHOLDER MEETING – EQUUS/SCUGOG PORT PERRY

LAKERIDGE HEALTH CORPORATION

MZO PRE-APPLICATION CONSULTATION

Appendix A

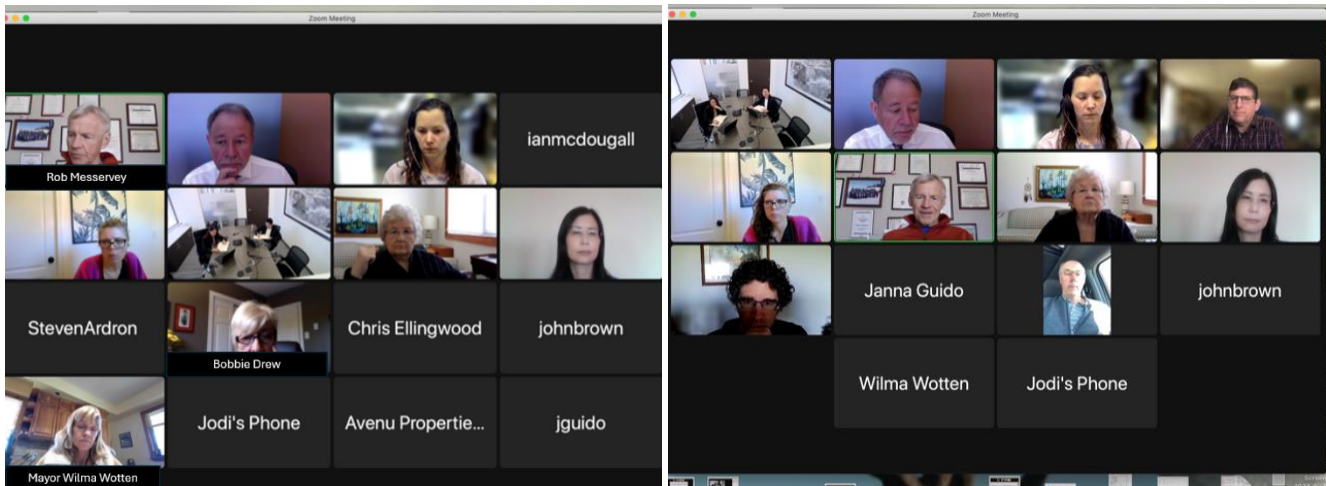
“List of April 25th Meeting Attendees”

Name	Position	Organization
Chris Squire	Chief of Finance	Lakeridge Health Corporation
Dr. Randy Wax	Chief of Staff	Lakeridge Health Corporation
Brian Pollard	Health System Executive, Clinical	Lakeridge Health Corporation
David Medhurst	Project Director	Avenu Properties
Jim Meng	Project Manager	Avenu Properties
Stephanie Tsang	Project Manager	Avenu Properties

8.4.8 Lakeridge Stewart Technical Stakeholder

Apr 25th STAKEHOLDER MEETING – EQUUS/SCUGOG PORT PERRY FOR MZO CONSULTATION LAKE STEWARDS & OTHER TECHNICAL

Meeting Date & Time:	April 25, 2024 2:00 p.m. – 4:00 p.m.
Location:	Zoom Online Virtual
Type:	Community Engagement Meeting with Specialized Technical Stakeholders
Stakeholder Groups:	Lake Stewards; Scugog Healthy Lake Steering Committee; Scugog Environmental and Climate Change Advisory Committee; Regional Councillor Ian McDougall; Former Mayor Bobbie Drew; Mayor Wilma Wotten; Deputy Mayor Janna Guido
Attendance:	See Attached List
Meeting Notes:	Various. Notes compiled by Stephanie Tsang, Project Manager, Avenu Properties (Meeting Convenor)
Reviewed By:	David Medhurst, Project Director, Avenu Properties



PURPOSE OF COMMUNITY STAKEHOLDER MEETING – For MZO Application

Consultation meeting with the chairs and members from **Healthy Lake Steering Committee, Lake Stewards,** and **Scugog Environmental and Climate Change Committee (SECCAC).**

The meeting was to give a comprehensive overview of project EQUUS and Avenu Properties Inc.. Avenu presented the project concept site plan, described residential components, the density and technology features based on sustainable technologies, private wastewater treatment utility system, some ideas on enhanced mobility design features, and aspirations for an intergenerational community with aging-in-place living

Apr 25th STAKEHOLDER MEETING – EQUUS/SCUGOG PORT PERRY FOR MZO CONSULTATION LAKE STEWARDS & OTHER TECHNICAL

arrangements (PACE). Environmental advisors GHD were present to make a brief presentation of their engagement and feasibility work to date.

The meeting led to discussions on creating positive sustainable community at the EQUUS site and in Scugog and possible assistance the site might bring to enacting the Waterfront Vision and Lake Enhancement plan currently in process with Town of Port Perry.

Key Agenda Questions and Matters Arising from Discussions:

- General Environmental Matters:
 - Species and eco-system at the site; any species at risk, studies with respect to species at risk and natural habitation? Fauna and flora. Amphibians, birds, fish, etc.
 - Are Stormwater Ponds necessary? Could alternatives be considered (Rain-scaping)?
 - Could use of road salts internally in the development be mitigated?
 - How will PSW be protected?

- Land and Waterfront:
 - What are plans for reclaiming land along waterfront and possible lakefront enhancement?
 - Could or would lake enhancement mirror activities and plans at downtown Port Perry waterfront?
 - Any opportunity for collaboration with Town of Port Perry with regard to assisting the municipality with receipt of lake-dredged material from the lake deepening activities along town waterfront?
 - If Avenu had any plans on land reclamation, there could be possibilities to utilize the native deposit, subject to environmental assessments?
 - Bridge extending waterfront trail directly along waterfront over Beaver Meadow Creek (the mouth of Cawkers Creek according to KRCA mapping).

- Private Wastewater Utility:
 - What would be the output of the heat recovery function in the utility system? Is there a targeted goal for carbon intensity?
 - In the event of power failure of duration, how would private utility function?
 - In the event of extreme hazard, such as 100-year flood, what would be the mitigation plan for private utility system if capacity is reached or exceeded?
 - How will phosphorous and nitrogen concerns be dealt with?

**Apr 25th STAKEHOLDER MEETING – EQUUS/SCUGOG PORT PERRY
FOR MZO CONSULTATION
LAKE STEWARDS & OTHER TECHNICAL**

- How will the management of private utility system be structured and who would be accountable?
- How will guarantees be secured?

- Project Financials:
 - What is the residential apartment density for first phase to enable the project to start?
 - When was construction anticipated?
 - What was time horizon to completion?

- Development Characteristics:
 - Is the proposed project going to be a restricted entry gated community?
 - Will it be all seniors and older adults?
 - What are the ratios between for-sale condo units, rental units, affordable units, and what types of senior housing units?
 - Will there be single family homes, townhouses as well as multi-story?

- Application of MZO, no longer a CIHA application
 - What are the implications of changing from the CIHA to a MZO application?
 - How might this change the application and approval process?
 - How will MZO deal with Greenbelt restrictions forbidding use of CIHA in a Greenbelt designation (which is all of Port Perry including all urban area)?

Key Takeaways From Discussions:

- From Lake Stewards:
 - Scugog lake faces many challenges, high nutrients input is a top attribution. Phosphorous and Nitrogen are a problem.
 - Invasive species such as Starry Wort weeds are a problem.
 - Lake is most significant asset.
 - Fishery is important to tourism and health of lake.
 - The lake, at just 4.5 ft depth, is extremely sensitive to inputs.
 - Along 172 km of shoreline, there are over 2200 properties. All septic systems are problematic. The waterfront is very de-naturalized. There are challenges in its natural status.

**Apr 25th STAKEHOLDER MEETING – EQUUS/SCUGOG PORT PERRY
FOR MZO CONSULTATION
LAKE STEWARDS & OTHER TECHNICAL**

- Lake Stewards appreciate the scope and integration ideas of proposed sustainable technologies.
 - Stewards have seen developments have good design and good intention, yet the projects experienced issues when it comes to execution.
 - Canterbury Common had a massive soil run-off into lake silt and soil deposit issue on site during the construction. The encroachment into protected areas should be better controlled and the Lake Stewards highly discourage intrusion into the Lake.
 - Lake Stewards are focused on wetland habitat protection.
 - The Stewards strongly encourage “look for less footprint” solutions.
 - Lake Scugog enhancement project is a collaboration between Township of Scugog, Kawartha Conservation Authority and the Scugog Lake Stewards.
 - Since 2017, there have been a lot of new invasive species in the lake, which significantly reduced the water oxygen level. It is suggested to engage with Ontario Tech Biological Science Professor Dr. Andrea Kirkwood in the discussion of combating the pollutants discharge into the Lake.
- From Healthy Lake Steering Committee:
 - Ms. Bobbie Drew, former Mayor of Scugog, commented that the project appears to be a “complete community plan”, which has been a concept discussed and highly encouraged at the Region of Durham level when she was in her term of office. The project is an ideal, and she liked all the project elements.
 - She encouraged consideration of new techniques to look at alternatives to stormwater ponds on site, and specifically mentioned “rain-scaping”.
 - It was her suggestion to engage with Lake Simcoe Conservation Authority (LSCA) to see how they incorporated rainwater/storm precipitation water management practices, which the project may get benefits in bettering the proposed technologies and may develop more properties. She suggested a follow-up, a tour at LSCA to be arranged.
 - Steven Ardon discussed possible turtle issues in the PSW and hazard lands fronting Simcoe Street.
 - Steven Ardon raised the issue of road salts on site was raised. Discussion about using the wastewater processing (naturally generated by biological processes) heat generated from the private wastewater utility to possibly warm sections of sidewalks or sections of roads as a method of mitigation for use of salts was discussed.

**Apr 25th STAKEHOLDER MEETING – EQUUS/SCUGOG PORT PERRY
FOR MZO CONSULTATION
LAKE STEWARDS & OTHER TECHNICAL**

CONCLUSION

Meeting was very informative and positive in broad scope.

There were no ‘show-stopper’ issues; to the contrary, discussions showed key topics were receptively in full consideration and the parties understood the scope of consultations necessary.

GHD provided confidence as they had been active on the Castle Harbour site for “more than 17 years” (Chris Ellingwood) to date; GHD were familiar with the Waterfront Vision and Enhancement as GHD are now active consultants on the project and are fully conversant with local lake issues and well-known to Lake Stewards.

Avenu informed the meeting that they have retained two (2) independent consultants for environmental matters: GHD and also Beacon Environmental. Beacon have been consultants to the property development immediately to the south of the project lands, Canterbury Common. Beacon have been retained to bring “full spectrum” knowledge to the table. GHD are dealing with all immediate lakefront matters and both consultants are acting in a ‘best-practices’ paradigm, coordinated by Jim Meng (Technical and Engineering), Project Manager at Avenu.



**Apr 25th STAKEHOLDER MEETING – EQUUS/SCUGOG PORT PERRY
 FOR MZO CONSULTATION
LAKE STEWARDS & OTHER TECHNICAL**

Appendix A

“List of April 25 Meeting Attendees”

Name	Position	Organization
Wilma Wotten	Mayor	Township of Scugog
Ian McDougall	Councilor & Durham Regional Councilor	Township of Scugog
Janna Guido	Deputy Mayor, Township Scugog	Township of Scugog
Bobbie Drew	Chair; Former Mayor (2018-22)	Healthy Lake Committee; Township of Scugog
Rob Messervey	President	Lake Stewards
John Brown	Member	Lake Stewards
Barbara Karthein	Member	Lake Stewards
Keiko Lui	Chair	Scugog Environmental and Climate Change Advisory Committee
Steven Ardron	Member	Scugog Environmental and Climate Change Advisory Committee
Kat Senyk	Member	Scugog Environmental and Climate Change Advisory Committee
Jodi Janwin	Member	Scugog Environmental and Climate Change Advisory Committee
Chris Ellingwood	Senior Biologist	GHD Consulting
Stacey Zwiers	Project Manager	GHD Consulting
David Medhurst	Project Director	Avenu Properties
Jim Meng	Project Manager	Avenu Properties
Stephanie Tsang	Project Manager	Avenu Properties

**April 30th STAKEHOLDER MEETING – PROJECT EQUUS/SCUGOG
FOR MZO CONSULTATION**

CASTLE HARBOUR NEIGHBORHOOD CONSULTATION

Meeting Date & Time:	Apr 30, 2024 5:30 p.m. – 7:30 p.m.
Location:	In Person at Scugog Memorial Library, Rotary Room
Type:	Community Engagement Meeting with Castle Harbour Neighborhood
Stakeholder Groups:	Residents from Castle Harbour Neighborhood; Mayor Wilma Wotten; Councillor Terry Coyne
Attendance:	58 attendants
Meeting Notes:	Various. Notes compiled by Stephanie Tsang, Project Manager, Avenu Properties (Meeting Convenor)
Reviewed By:	David Medhurst, Project Director, Avenu Properties



PURPOSE OF COMMUNITY STAKEHOLDER MEETING – For MZO Application

Consultation meeting with residents in Castle Harbour Dr, Cawkers Cove Road neighbourhood.

Without an organized residents or ratepayers committee representing the Castle Harbour neighbourhood, Avenu sent individual invitations and notice of this meeting to each resident known to Avenu or to those who have been previously registered with Avenu.

An introductory meeting with Castle Harbour/ Cawkers Cove community.

**April 30th STAKEHOLDER MEETING – PROJECT EQUUS/SCUGOG
FOR MZO CONSULTATION**

CASTLE HARBOUR NEIGHBORHOOD CONSULTATION

Meeting was open invitation to residents located south to Whitfield Rd, North of Castle Harbour Dr, and east to Highway 2. The meeting was to give an introduction of EQUUS. Avenu shared its development vision on sustainability, enhanced mobility, and intergenerational living. Castle Harbour community is located in close proximity to the development site; this meeting gives an opportunity for Avenu to understand, interact, and a place for the neighbours to voice their concerns, feedbacks, and questions. Their noted comments will guide consideration for Avenu in future planning step.

Key Agenda Questions and Matters Arising from Discussions:

- Development characteristics:
 - What is an arterial road?
 - What is the proportional of rental unit in the project, and whether the rental units are long-term or short-term (i.e. Airbnb)? How many units will be owned by a condo board?
 - What will be the parking arrangement?
 - Does the density calculation include the acreage under the lake?
 - What is the target market of future residents/ owners?
- Interest of Castle Harbour neighbourhood:
 - What are the benefits to the Castle Harbour neighbourhood?
 - What is the construction timeline and process that Castle Harbour residents shall expect?
- CIHA process, approvals:
 - Is this project permissible in the Official Plan?
- Utility supply:
 - What will be the action and mitigation plan if the private utility system fails in 10-20 years time?
 - Does the system have capacity to provide the number of units?
 - How many private parties involved in the operating the utility supply?
 - Is the water supply in the Project a mix of well water and the Region water infrastructure?
 - How will water support the community?
- General Environmental Matters:
 - Given the land is environmentally sensitive, why is there an interest to impose this concept at this specific site?

**April 30th STAKEHOLDER MEETING – PROJECT EQUUS/SCUGOG
FOR MZO CONSULTATION**

CASTLE HARBOUR NEIGHBORHOOD CONSULTATION

- How will the project handle fill?
- How will fill affect wildlife and their habitat?
- What will be the steps to protect existing wildlife?

- **Transportation:**
 - The project could be adding close to 1000 residents into the community, how does the existing road, Castle Harbour Dr, afford the added traffic?
 - How will the anticipated increase of traffic be directed?
 - Will there be a second road proposed to connect the proposed development?

- **Indigenous community:**
 - Has MSIFN been consulted?

- **PACE and health care:**
 - How does the wellness hub and new residents affect the wait time in hospital?
 - Is there any possibility and will the developer open to the discussion of relocating the PACE centre?
 - How would the project be relevant to making family doctors stay in the community?

- **Project Financials:**
 - What is the minimum number of units to support the project?

- **Developer:**
 - Why was this site selected to have this concept plan?
 - Is it a pilot project?
 - What is Avenu's project experience?
 - Who are the investors?

Key Takeaways From Discussions:

- **Mayor Wilma Wotten:**
 - There is no done deal. The property is designated in Scugog Township OP as residential permitted for intensified density. The concept is a complete community. Porty Perry needs

April 30th STAKEHOLDER MEETING – PROJECT EQUUS/SCUGOG FOR MZO CONSULTATION

CASTLE HARBOUR NEIGHBORHOOD CONSULTATION

housing. Senior residents in Port Perry are looking for downsize options. Most of the town in Port Perry are within Greenbelt. This process (i.e. stakeholder and community meetings) that Avenu Properties is undertaking is to collect feedbacks and concerns from the community. There was a Council Resolution on this December 04, 2023. This can be seen on video of Council meeting.

- The proposed development is a concept plan. She acknowledges expressed ‘disappointment’ from this community, and she is apologetic to those who voiced issues for the disappointment. Council has not had meeting with the community, because there is nothing concrete to tell the community. There is no planning application in process.
- From a resident who is a retired land use planner:
 - The concept is fantastic, but it would be very challenging to execute adequately, speaking from someone who has 40 years of experience in planning. The project needs to draw down on technical details. Future meetings are much needed with this community on an ongoing-basis, not only until the Official Plan meeting.
- From a resident who is also known as the owner of Fourteen Estates, Richard Rondeau:
 - Spoke to the meeting, at the close, to acknowledge the meeting presentation and development team efforts to say ‘the best pre-development package and presentation he had seen in 40 years’ of development. He is also a proud member of the indigenous community and is a respected business man with keen interest in economic prosperity for Scugog Township.
 - Dealing with development, the municipality simply cannot ask the community’s approval for every single site or project. It is commendable that the project is hiring the right consultants for technical studies. The proposed 600 units “is an ask” he said. The result will be at a number in between, in his opinion. In his many years in the development business, he had not seen a group of people like this project and want to do things right. Community needs to understand property owner has right to develop. The land is private owned land, not public land. Not many companies have the financial capacity nor the resources capacity to do what Avenu is doing for the project and for the community engagement process.

CONCLUSION

**April 30th STAKEHOLDER MEETING – PROJECT EQUUS/SCUGOG
FOR MZO CONSULTATION**

CASTLE HARBOUR NEIGHBORHOOD CONSULTATION

This meeting is a constructive full airing of issues and an important first step to establish communication with the neighbours of the project site. Concerns on environmental, wastewater treatment, construction, traffic were heard and noted. The technical findings of the project's professional consultants can address their questions. Avenu is going to make them available when they are finished.

Avenu stated at the meeting they appreciated the personal presence of Mayor Wotten and Councillor Terry Coyne (Ward 5) to assist answering questions addressed to the floor or requiring background with Council and for being willing participants in-line of some angry comments.

It was stated that development changing lands which have lain dormant for years and often become 'assumed as public park open spaces' often provokes strong reactions. The lands are private development lands and it was noted that the lands were designating for intensification in the Township of Scugog Official Plan, which was adopted in 2017 after 6 years of study and public process. What is being proposed is within the planning objectives of that Official Plan. The developer commented that objections to the idea of intensification, directed to the developer is misplaced, as the planning considerations were long ago dealt with. Developer is planning a community within the parameters which were set some years ago and established years ago by previous town councils and public due-process.

Avenu undertook to keep Castle Harbour neighbourhood residents informed of project updates with transparency, accuracy, and promptness.

**April 30th STAKEHOLDER MEETING – PROJECT EQUUS/SCUGOG
FOR MZO CONSULTATION**

CASTLE HARBOUR NEIGHBORHOOD CONSULTATION

Appendix A

“List of key attendees and households within the **Castle Harbour Catchment Area** of April 30th Meeting”

Name	Position	Organization
Wilma Wotten	Mayor	Township of Scugog
Terry Coyne	Councillor Ward 5	Township of Scugog
Paul Sharman	Consultant	PACE
David Medhurst	Project Director	Avenu Properties
Jim Meng	Project Manager	Avenu Properties
Stephanie Tsang	Project Manager	Avenu Properties

List of Households within the Castle Harbour Catchment Area attended Apr 30th Meeting:

17 Castle Harbour Dr	2 Cawkers Cove Rd	62 Cawkers Cove Rd
19 Castle Harbour Dr	4 Cawkers Cove Rd	65 Cawkers Cove Rd
22 Castle Harbour Dr	5 Cawkers Cove Rd	69 Cawkers Cove Rd
24 Castle Harbour Dr	7 Cawkers Cove Rd	96 Cawkers Cove Rd
28 Castle Harbour Dr	8 Cawkers Cove Rd	15 Cawkers Cove Rd
29 Castle Harbour Dr	11 Cawkers Cove Rd	12 Stone Sound Rd
34 Castle Harbour Dr	19 Cawkers Cove Rd	17 Stone Sound Rd
35 Castle Harbour Dr	22 Cawkers Cove Rd	11 Island View Ct
38 Castle Harbour Dr	29 Cawkers Cove Rd	12 Island View Ct
39 Castle Harbour Dr	41 Cawkers Cove Rd	24 Island View Ct
32 Castle Harbour Dr	47 Cawkers Cove Rd	28 island View Ct
96 Castle Harbour Dr	53 Cawkers Cove Rd	18050 Simcoe St
1 Cawkers Cove Rd	54 Cawkers Cove Rd	

**April 30th STAKEHOLDER MEETING – PROJECT EQUUS/SCUGOG
FOR MZO CONSULTATION**

CASTLE HARBOUR NEIGHBORHOOD CONSULTATION

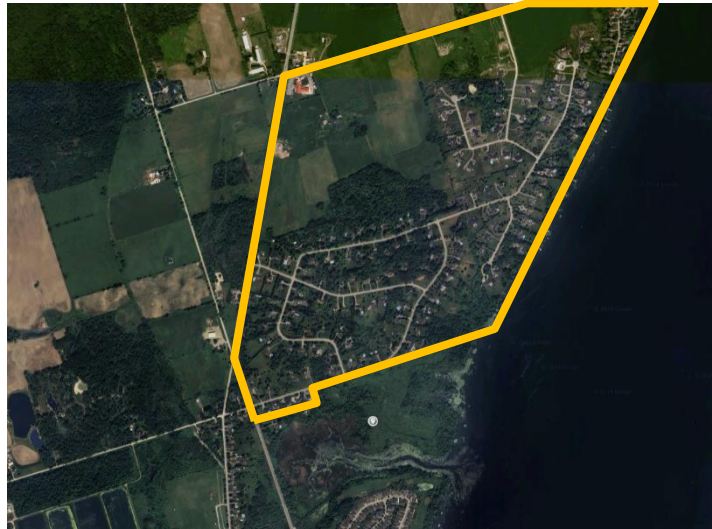
Castle Harbour Catchment Area that Avenu identified as:

North boundary: Whitfield Rd

East boundary: Lake Scugog

West boundary: Simcoe St

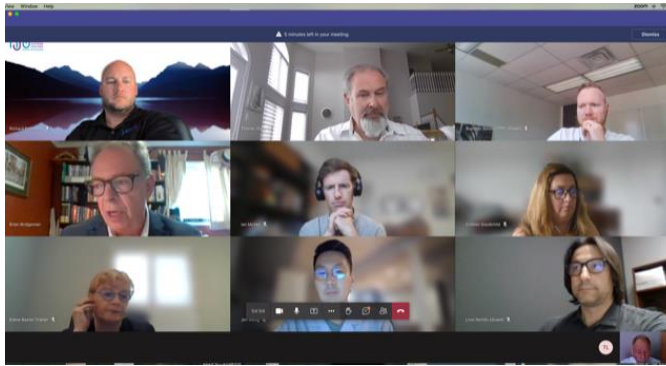
South boundary: Castle Harbour Dr



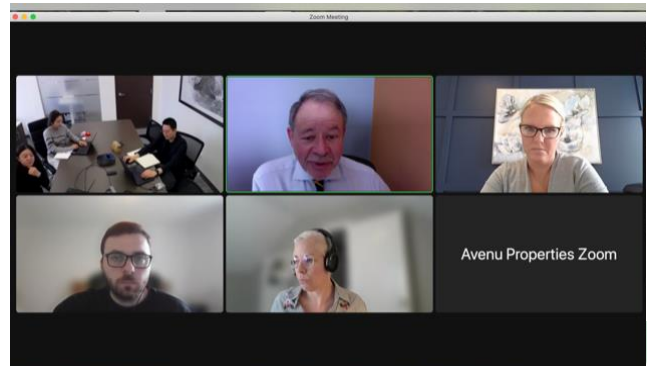
STAKEHOLDER MEETING – EQUUS/SCUGOG PORT PERRY

REGIONAL MUNICIPALITY OF DURHAM INVEST DURHAM

Meeting Date & Time:	July 25, 2023 2:00 p.m. – 3:00 p.m. May 1, 2024 11:00 a.m. – 12:00 p.m.
Location:	Online Virtual
Type:	Stakeholder Engagement
Stakeholder Groups:	Invest Durham
Attendance:	See Attached List
Meeting Notes:	Various. Notes compiled by Stephanie Tsang, Project Manager, Avenu Properties (Meeting Convenor)
Reviewed By:	David Medhurst, Project Director, Avenu Properties



Meeting with Regional Staff on July 26th, 2023



Meeting with Invest Durham on May 1st, 2024

PURPOSE OF STAKEHOLDER MEETING – For MZO Application

Upon comments made by Brian Bridgeman on July 26th, 2023 when Avenu met with the Chief Administrative Officer of Durham Region, that was a meeting arrange by CAO of Scugog Township, Ken Nix. To further the discussion with influencers on the Durham region level, Avenu met with **Invest Durham** to give an introductory meeting on May 1st, 2024. Invest Durham initiated the meeting and was interested to learn about the project, the design, aspirations, founding principles, collaborators, and Avenu Properties.

Invest Durham has an agenda to build and strengthen tourism economy in Scugog. The tourism specialist of Invest Durham were brought into the conversation to understand how the project and Scugog might create mutual benefits for the local economy and the project.

Key Takeaways From Discussions:

STAKEHOLDER MEETING – EQUUS/SCUGOG PORT PERRY

REGIONAL MUNICIPALITY OF DURHAM INVEST DURHAM

- Tourism purpose and Art in the project:
 - Invest Durham has the resources to help develop the component in the project.
- Funding:
 - Invest Durham can help with finding funding and grant opportunities for this project
- Stakeholder consultation:
 - The list of stakeholders that Avenu has engaged based on this project was discussed, they including Lake Stewards, Housing Advisory Committee, Economic Development Committee, Port Perry BIA, Scugog Chamber of Commerce, etc.
- MZO and Planning Process:
 - What and why is the ask for an MZO?

CONCLUSION

There is a strong interest in understanding Project EQUUS in the context of business growth, tourism development, and international organization collaborators in North Durham Region.

Invest Durham is resourceful and pleased to provide assistance in data points, introduce Avenu and the project to potential collaborators.

Invest Durham encourages integrating more artistic components and tourism-designated purposes into the project to utilize Scugog's natural landscape features and embrace cultural amenities of Port Perry. They suggest collaboration with local artists (they can make introductions). Avenu will take further investigation into elaborate the design of already proposed facilities related to tourism: marina, the pedestrian footbridge, and the bell tower.

Nonetheless, Invest Durham is pleased to hear the proposal of family doctor housing. They see potential in collaboration with Queen University, local family doctor team, and Avenu in the recruitment program of family doctor residents, the progress of making connection is in the making.

STAKEHOLDER MEETING – EQUUS/SCUGOG PORT PERRY

REGIONAL MUNICIPALITY OF DURHAM INVEST DURHAM

Appendix A

“Key notable members of Region of Durham, Invest Durham engaged”

Name	Position	Organization
Brian Bridgeman	Commissioner, Planning & Economic Development	Regional Municipality of Durham
Elaine Baxter-Trahair	Regional Chief Administrative Officer	Regional Municipality of Durham
Glen Macfarlane	Rural Economic Development Specialist	Invest Durham
Kristyn Chambers	Manager of Tourism (Acting)	Invest Durham
Lori Talling	Tourism Coordinator	Invest Durham



May 7th STAKEHOLDER MEETING – PROJECT EQUUS/SCUGOG FOR MZO CONSULTATION

PUBLIC COMMUNITY MEETING - SCUGOG TOWNSHIP/PORT PERRY

Meeting Date & Time:	May 7, 2024 6:00 p.m. – 8:00 p.m.
Location:	Scugog Public Library, Rotary Room
Type:	Community Public Pre-MZO Consultation Meeting
Stakeholder Group:	Scugog Township/Port Perry Public – An Open Invitation
Advertising Method:	a) Focus on Scugog Magazine (over 20,000 readers throughout Scugog, distributed “to all homes in Scugog Township”) b) Promoted through Chamber of Commerce members; c) Promoted through an event Poster campaign, in Port Perry downtown; d) Numerous emails to all Port Perry/Scugog Township stakeholder contact lists
Attendance:	89 individuals
Written by:	Various note takers. Notes edited and compiled by Stephanie Tsang, Project Manager, Avenu Properties (Meeting Convenor)
Reviewed by:	David Medhurst, Project Director, Avenu Properties (with assistance from various attending consultants)



**May 7th STAKEHOLDER MEETING – PROJECT EQUUS/SCUGOG
FOR MZO CONSULTATION**

PUBLIC COMMUNITY MEETING - SCUGOG TOWNSHIP/PORT PERRY

PURPOSE OF COMMUNITY STAKEHOLDER MEETING – For MZO Application

The first open to all public meeting for Port Perry community.

PAUL SHARMAN (acted as moderator)

Follows a number of direct-invite specialized stakeholder meetings which engaged several hundred people, namely Canterbury Common Residents Association; Castle Harbour Ratepayers and Residents; Chief Kelly and MSIFN Councillor Jeff Forbes; Lake Stewards; Lakeridge Health Leadership; Durham Economic Development Office; Ontario Tech University; Scugog Chamber of Commerce; Focus on Scugog Magazine; Port Perry Area Bed & Breakfast Association President; Key Community Stakeholders, etc..

This was an open invitation to anyone in Scugog. Advertising methods: posters in public arena; Facebook page “Port Perry Bulletin”; distribution Poster / flyer by key stakeholders; Focus Magazine advertising.

The meeting gave a full comprehensive introduction overview of the project. In addition, an overview of EQUUS and Avenu Properties Corp, as developer of the project.

Avenu shared the development vision: project focused on sustainable technologies, with private waste utility technologies; discussion of enhanced mobility design ideas; overview of non-gated community, intergenerational living community concept. An introductory discussion of PACE concept, project stakeholders took place.

PART 1 - Key Agenda Questions and Topic Matters Arising from Discussions:

- **Environmental**

- Given a road is proposed off from Simcoe St, south of Castle Harbour Dr, what are the impacts to the existing wetland?
- What are the mitigation plans for environmental impacts? Is there any plan for wetland preservation?
- The site is an existing wildlife habitat, what are the impacts to them? Have studies been done?
- Is there any construction on hazard land?

**May 7th STAKEHOLDER MEETING – PROJECT EQUUS/SCUGOG
FOR MZO CONSULTATION**

PUBLIC COMMUNITY MEETING - SCUGOG TOWNSHIP/PORT PERRY

- Is the project proposing the shoreline to be filled (land reclaimed) as the town is doing for waterfront enhancement?
 - How will construction dust be managed?
 - How will silt erosion into the lake be managed?
 - What about turtles in the wetlands?
 - A large snapping turtle was found dead on the site (by dog walker), on its back, with one dehydrated front claw grasping upwards. Why is that? Is anyone studying snapping turtles?
- **Current long hospital wait time, family doctor shortage**
 - There is an overdemand issue at the local hospital system and widely known family doctor shortage. The new population of the proposed 600 units would add extra demand to the already pressured hospital system and healthcare services.
- **Current school overcapacity Issue**
 - There is an overcapacity issue in Cawkers PS. The project might potentially bring in a few hundred new children to the community; is the project proposing a new school? If the project equates to a few hundred new kids, it would add additional burden to the already pressured school system. How will this be addressed?
- **The planning processes**
 - What criteria is the project using to apply to CIHA application?

NOTE TO READER – SUBSEQUENT TO THE APRIL 30, 2024 PUBLIC MEETING the CIHA has been made redundant and replaced by the Ontario government's new Bill 185 - in favour of a streamlined simpler Minister's Zoning Order ("MZO") protocol.

Consequently all "CIHA" references are herein replaced with "MZO". Otherwise, the content remains the same.
 - Why is a MZO needed?
 - Will site plan approval and design approvals and licenses and permits be required after MZO?

**May 7th STAKEHOLDER MEETING – PROJECT EQUUS/SCUGOG
FOR MZO CONSULTATION**

PUBLIC COMMUNITY MEETING - SCUGOG TOWNSHIP/PORT PERRY

- **Project timeline**

- What is the project construction timeline?
- When can construction start?
- Can single family houses be built first?

- **Private utility wastewater treatment and water recycling**

- Will the private septic system have sufficient capacity to handle the volume of 600 units?
- In the event of power failure, how does the private system operate?
- What will be the emergency response if power is off for more than a week?
- Given the site may get allocation from the Regional public infrastructure for wastewater treatment in 2051, what will be the arrangement by then?
- What is the plan when the system reaches its end-of-life cycle?
- Who will be responsible to maintain the utility system?
- Will Ontario allow water recycling?
- How does that get approved?
- What are approved uses for recycled water in other places?
- Is recycled water safe for the environment?
- How will upkeep and service be guaranteed?
- In the Victoria Harbour, British Columbia, project Dockside Green (*one of the case studies provided*) it shows the system generates solid waste. What will be the volume of solid waste in the system proposed in this 600-unit project?
- How will it be handled?
- What is the environmental impact?
- What if the private utility waste water treatment sewage system overflows?
- Will it pollute the drinking water aquifer?

- **Consultation process**

- Among the stakeholder groups consulted, how are the attitudes towards the project?
- What is attitude of Castle Harbour residents?

**May 7th STAKEHOLDER MEETING – PROJECT EQUUS/SCUGOG
FOR MZO CONSULTATION**

PUBLIC COMMUNITY MEETING - SCUGOG TOWNSHIP/PORT PERRY

- What is attitude of Canterbury Common Residents' Association?
- Are there enough people moving to Port Perry to justify a large project?

- **PACE**
 - How does PACE going to be integrated into the project and the housing?
 - Is there a holistic view of how to take care of a specific group of people?
 - Could PACE service a number of neighborhoods?
 - Could PACE serve Canterbury Common?
 - Does Lakeridge Health support the idea?
 - How can PACE work with the shortage of local family doctors?
 - Would PACE be profit or non-profit operation?

- **Indigenous and MSIFN consultations**
 - Is Chief Kelly aware of the project and what consultation?
 - Have indigenous community members. Been consulted?
 - Has there been an archeological study of the site?
 - What are indigenous concerns?

- **Project scope and components concept**
 - Is there sufficient parking space for the proposed 600 units?
 - What are the ratios for the mix of different types of units?
 - Who will be the project partners in terms of construction, operators of subsidized housing components, and management of the private units?
 - Will it be all condos?

- **Project Bridge over Beaver Meadow Creek**
 - Is this agreed with the town, is it certain?
 - Who will decide?
 - What if residents to the south are opposed, due to security concerns?

**May 7th STAKEHOLDER MEETING – PROJECT EQUUS/SCUGOG
FOR MZO CONSULTATION**

PUBLIC COMMUNITY MEETING - SCUGOG TOWNSHIP/PORT PERRY

- Could the bridge be moved away from the lake edge towards Simcoe Street?

- **Traffic management & Road access planning**
 - Castle Harbour Dr is a local road, which might not be able to handle increased traffic. Is the project proposing any alternative including connecting to Simcoe Street a regional arterial road?
 - Will there be more than one access?
 - Will the community be gated with security entrance kiosk?
 - Will bikes be able to access the site and trails
 - Will snow mobiles have winter access through the site to the lake?
 - Will there be a boat launch and landing?
 - Simcoe Street access is problematic for residents of Canterbury Common – “it is too busy with traffic in peak hours”. Will traffic lights be installed on Simcoe Street?

- **About Avenu Properties, as developer**
 - Who is Avenu?
 - What is the company’s project experience?
 - How many completed projects?
 - What is the company ownership background?
 - Are there overseas investors and overseas money?
 - Won’t Port Perry just become another Markham?

- **Housing needs in Port Perry**
 - Who will determine the housing needs and mix in the Equus community?
 - How will needs they be met?
 - Will there be rental units?
 - Will there be housing that is affordable?
 - How many single-family homes?

**May 7th STAKEHOLDER MEETING – PROJECT EQUUS/SCUGOG
FOR MZO CONSULTATION**

PUBLIC COMMUNITY MEETING - SCUGOG TOWNSHIP/PORT PERRY

- When will the project start?
- Will there be high-rise buildings on site? How high?

PART 2 - Key Takeaways from Public Engagement and Discussions:

Project has broad interest and strong community engagement and some expressed acceptability.

There are voices of different perspectives expressing questions, such as how public services respond to increased housing.

The concept plan will be refined once density is settled and parameters certain, and then based on stakeholder and community feedback from the pre-MZO consultation process.

I. People understand conformity with Township of Scugog Official Plan

The project conforms to the parameters of the Official Plan Township of Scugog (“OP”). This was clear from consultants and public speakers.

Community anger (as strongly voiced by some) was particularly couched in sharp verbal disagreement directed as a challenge to the Official Plan. Several public gallery members spoke heatedly to Councillor Terry Coyne, who was in attendance. Complaints were made that the project and density permitted, is not residential density compatible with very large estate lots and homes in the community to the north. Several speakers said it was a travesty to take away open lands. One local resident remarked “I have been walking my dog there for 35 years”. However, it was generally agreed arguing OP density parameters, was not relevant.

The OP was settled a number of years ago. The OP process was with full public consultation. The OP process had had full public due process. The density (total number of units) sought was acknowledged as clearly within the mid-to-lower upper range of the Township of Scugog Official Plan. It was acknowledged that the site is in the urban area, that modern needs are urgently focused on housing which can be affordable, accessible and close to the historic downtown (site is 2.1 km from the Townhall).

NOTE TO READER

***It is acknowledged the lands have an already fully approved estate lots plan of sub-division.
Estate lots are allowed buildings with 30% of lot area build coverage.***

There are 20 estate lots, average size each lot is 1.2 acres approved.

**May 7th STAKEHOLDER MEETING – PROJECT EQUUS/SCUGOG
FOR MZO CONSULTATION**

PUBLIC COMMUNITY MEETING - SCUGOG TOWNSHIP/PORT PERRY

An acre is 43,560 square feet. Multiply 1.2 x 43,560 = 52,272 square feet for each lot.

Take 30% build coverage = 15,681 square feet of building floor plate permitted (30% x 52,272).

Most estate houses are 2 storeys. 15,681 square feet of coverage, for 20 (twenty) of those lots would permit = 313,632 square feet of building, single story. Double for 2nd floors, total building would be 627,240 square feet of building.

Divide the 627,240 square feet by an apartment of 735 square feet (i.e., a 2-bedroom, two bathroom) you would have 853 apartments in the now same permitted building area. The current plan is asking for only 600 residences.

II. Feasibility Matters – Can the project be built?

The meeting was informed there were no ‘show-stoppers’ as all was ordinary in the course of development work. Pre-Development Feasibility Assessment Studies (Traffic, Environmental, Civil Engineering (water services), Archeological, Wastewater Treatment, Sustainability) all indicate there are no science or engineering impediments to building the project. Just process and design. The project is feasible within local and regional planning guidelines. Specifications will be based on density and form of construction.

III. PACE

Highly desirable feature. Paul Sharman presented a complete overview and explained his experience in bringing PACE to Canada. He recounted his direct experience learning about PACE and personal interests. He informed the meeting abased on his in-depth knowledge based on his role as President of Halton Community Housing.

It was clear that PACE could be a centre to service a broader community than Equus, but Equus was the catalyst and every project needs a driver, an event originator. There was discussion with some attendees from Canterbury Common Residents Association (“CCRA”) as to engagement in the broad plan. A shuttle service is in planning – in project planning collaboration with the Toyota Mobility Foundation – and CCRA presents as a logical extension collaborator and possible facilitator.

Avenu reported Lakeridge Health was highly interested and wanting to help facilitate. This was a point of discussion with Lakeridge Health during a Stakeholder Consultation with them. Avenu reported there have been multiple meetings.

**May 7th STAKEHOLDER MEETING – PROJECT EQUUS/SCUGOG
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PUBLIC COMMUNITY MEETING - SCUGOG TOWNSHIP/PORT PERRY

Avenu also reported on meetings with Minister Raymond Cho, Ontario's Minister of Seniors and Accessibility. Mathew Varsava, Director of Policy and Strategic Partnerships with Minister Cho's office is highly knowledgeable about the Equus project initiative and has met with the head of Toyota Mobility Foundation on two occasions.

IV. Traffic and Parking

Further studies on issues of parking and traffic may be need to be refined or made once the types of units project mix is settled. Seniors use cars less, and own less vehicles, than young families. The project envisions a mini-transportation shuttle component to reduce dependency on private cars. All will fall into place once design parameters are set. This is the purpose of seeking an MZO. Bring certainty to the design and planning process for all the participants including external collaborators.

V. Environmental Matters

No 'show-stoppers' exist. Detailed environmental preservation, wildlife habitat protection, and specific environmental licensing will be dealt with once density guidelines are fixed and locations for building are mapped out, based on intended built forms.

Designing a stand-alone wastewater treatment plant and getting Ontario environmental licenses depends on the technical specification requirements. This is a guiding reason the MZO is sought, it is necessary to settle density and type of residential units so specifications and scientific design modelling can be settled. Then permits can be applied for with known design and technical specifications. A one-hundred-unit project with 200 toilets has different needs than six-hundred-units with 1,200 toilets. Technologies are different depending on volume and daily capacity use (young families vs. seniors). The meeting was informed Canadian technology will be used. Canada is a leader in this technology sector, as explained by several speakers.

VI. Construction, Timing

Questions regarding future project partnerships, construction timeline, building and system operators will be identified when the project development advances.

The single-family homes along Castle Harbour could start soon provided the central waste treatment private utility can be planned and executed. The development group expressed a desire to see shovels in the ground in mid-2025, which may be possible based on approvals process. First phase likely 235 residential units, some singles, some townhouses and the first central building to house the wastewater treatment centre.

**May 7th STAKEHOLDER MEETING – PROJECT EQUUS/SCUGOG
FOR MZO CONSULTATION**

PUBLIC COMMUNITY MEETING - SCUGOG TOWNSHIP/PORT PERRY

CONCLUSION

The meeting was a broad culminative opportunity to engage and listen. Feedback, especially with future increase in population and traffic and constraints on health care, aging population needs were well expressed. Anti-development discussion was a small (vocal) minority. Many attendees expressed strong interest in the project location, a downsize option generally unavailable in Port Perry due to limited housing mix. Meeting was low-key, civil and many attendees were well informed, well-spoken and wanting to engage in further discussion. The development team assessed the meeting as very useful and positive.

The public meeting also included indigenous (First Nation) members of the community, two of whom spoke at the meeting.

Several dozen members of the public thanked the meeting organizers. Councillor(s) Terry Coyne and Harold Wright were in attendance to the end of the meeting.

**May 7th STAKEHOLDER MEETING – PROJECT EQUUS/SCUGOG
FOR MZO CONSULTATION**

PUBLIC COMMUNITY MEETING - SCUGOG TOWNSHIP/PORT PERRY

Appendix A

“Number of May 7th Meeting Attendance”

Number of attendees: 77

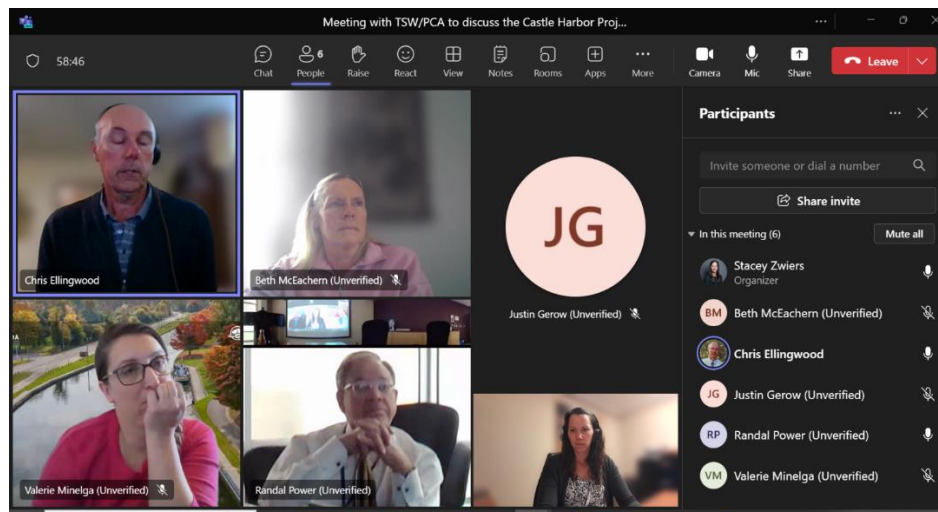
Other notable attendance to name:

Name	Position	Organization
In Person Attendance		
Harold Wright	Councillor Ward 4	Township of Scugog
Terry Coyne	Councillor Ward 5	Township of Scugog
David Medhurst	Project Director	Avenu Properties
Jim Meng	Project Manager	Avenu Properties
Stephanie Tsang	Project Manager	Avenu Properties
Cacharel Jiang	Data Analyst	Avenu Properties
Dr. Jennifer Sharman, Ph.D.	Consultant	PACE
Paul Sharman	PACE Leader	PACE
	Councillor	Burlington City;
	Regional Councillor	Halton Region
	President	Halton Community Housing Corporation Region
	President	Focused Management
Bruce Hall	Partner	The Planning Partnership
Virtual Attendance		
Stacey Zwiers	Project Manager	GHD Consultants (Environmental)
Chris Ellingwood	Senior Biologist	GHD Consultants (Environmental)
Debang Chen	Project Manager (Traffic)	LEA Consulting
Peter Chen	Project Manager (Water and services)	SCS Consulting
Gary Thorne	Technical Fellow (Waste water engineering)	WSP

STAKEHOLDER MEETING – EQUUS/SCUGOG PORT PERRY FOR MZO CONSULTATION

Trent Severn Waterway & Parks Canada

Meeting Date & Time:	May 14, 2024 2:00 p.m. – 4:00 p.m.
Location:	In Person (Randall Power + David Medhurst) and Microsoft Teams Virtual
Type:	Engagement Meeting with Regulatory Authorities
Stakeholder Groups:	Trent Severn Waterway Association; Parks Canada
Attendance:	See Attached List
Meeting Notes:	Notes compiled by David Medhurst, Project Director, Avenu Properties (Meeting Convenor was GHD / Stacey Zwiers)
Reviewed By:	N/A



PURPOSE OF COMMUNITY STAKEHOLDER MEETING – For MZO Application

Consultation meeting with staffs of **Trent Severn Waterway Association** and **Parks Canada**.

The meeting was to give a comprehensive overview of project EQUUS and Avenu Properties Inc. Avenu presented the project concept site plan, described residential components, the density and technology features based on sustainable technologies, private wastewater treatment utility system, some ideas on enhanced mobility design features, and aspirations for an intergenerational community with aging-in-place living arrangements (PACE). Environmental advisors GHD were present to make a brief presentation of their engagement and feasibility work to date.

STAKEHOLDER MEETING – EQUUS/SCUGOG PORT PERRY FOR MZO CONSULTATION

Trent Severn Waterway & Parks Canada

Key Agenda Questions and Matters Arising from Discussions:

- Land and Waterfront:
 - What are plans for reclaiming land along waterfront and possible lakefront enhancement?
 - Could or would lake enhancement mirror activities and plans at downtown Port Perry waterfront?
 - Has an Environmental Study been undertaken?
 - What collaboration if any with Town of Port Perry to assisting the municipality with receipt of lake-dredged material from the lake deepening activities along town waterfront?
 - If Avenu had any plans on land reclamation, there could be possibilities to utilize the native deposit, subject to environmental assessments?
 - What has happened with plans to claim or certify ownership of the lake bed?
 - Bridge extending waterfront trail directly along waterfront over Beaver Meadow Creek (the mouth of Cawkers Creek according to KRCA mapping) would require significant environmental study. What are prospects?

- Private Wastewater Utility:
 - What would be the output of the heat recovery function in the utility system?
 - Is there a targeted goal for carbon intensity?
 - How will phosphorous and nitrogen concerns be dealt with?

- Project Financials:
 - When was construction anticipated?
 - What was time horizon to completion?

Key Takeaways From TSW Discussions:

- From TSW:
 - Lake Scugog is governed by TSW and Parks Canada. All marina facility and related fall under TSW regulations; except
 - If ownership of the lake bed is NOT in federal hands, then regulations of TSW do not apply
 - Lake is most significant asset

STAKEHOLDER MEETING – EQUUS/SCUGOG PORT PERRY FOR MZO CONSULTATION

Trent Severn Waterway & Parks Canada

CONCLUSION

Meeting was informative and positive in broad scope. TSW is most interested in the ownership enquiry outcome of Avenu application for certification of property boundaries to determine the extent of ownership

Discussions showed key topics were known and the parties understood the scope of future consultations as may be necessary depending upon plans for development of the waterfront portions of the site and possible dock, observation platform and other in-water constructions as necessary.

GHD provided confidence to TSW as GHD are familiar with TSW procedures especially due to the Port Perry Waterfront Vision work. GHD are now active consultants on the project and are fully conversant with local lake issues and well-known to TSW.

Avenu informed the meeting that they have retained two (2) independent consultants for environmental matters: GHD and also Beacon Environmental. Beacon have been consultants to the property development immediately to the south of the project lands, Canterbury Common. Beacon have been retained to bring “full spectrum” knowledge to the table. GHD are dealing with all immediate lakefront matters and both consultants are acting in a ‘best-practices’ paradigm, coordinated by Jim Meng (Technical and Engineering), Project Manager at Avenu.

TSW mentioned construction of the proposed linking-the-trail bridge might be problematic due to fishing boat access. ‘Approval process will not be quick’ was a remark.

**STAKEHOLDER MEETING – EQUUS/SCUGOG PORT PERRY
FOR MZO CONSULTATION**

Trent Severn Waterway & Parks Canada

Appendix A

“List of May 14 Meeting Attendees”

Name	Position	Organization
Randal Power	Resource Management Officer II	TSW/Parks Canada
Beth McEachern	Realty Manager	TSW/Parks Canada
Valerie Minelga	Environmental Services Manager	TSW/Parks Canada
Justin Gerow	Program/Policy Officer II	TSW/Parks Canada
Chris Ellingwood	Senior Biologist	GHD
Stacey Zwiers	Project Manager	GHD
David Medhurst	Project Director	Avenu Properties



8.4.13 Questions Raised and Reponses

As a result of a 4 month-long community engagement and consultation process, we heard from the stakeholders. Questions were received, we summarized as follows.

Questions	Nature	Response/ Proposed Solution
Project Designs		
Transportation capacity on Simcoe St. at Castle Harbour Drive	Transportation	According to the traffic feasibility report prepared by LEA consultant, the intersections in the study area are expected to operate within their capable capacity in future scenarios. Some scenarios indicate that intersection improvements may be required for signalization. Roads are capable of handling proposed new density in housing and small support commercial activities; including emergency vehicles.
Is sufficient parking space planned?	Transportation	The project will meet parking requirements. Surface parking and indoor parking will be provided. LEA modelled according to provincial guidelines.
Community Services		
How to deal with hospital wait time and family doctor shortage?	Public healthcare	<p>The case study of Burlington shows that PACE model, when implemented, helps to reduce EMS calls by over 35%.</p> <p>The purpose-built component in the project is Avenu’s ambition in helping Township of Scugog to attract and retain doctor residents in the area. Through potential collaboration with Lakeridge Health Corp, the project could help with providing more training venue (in PACE center) for residents of multiple disciplinary of expertise.</p>

How to deal with school capacity limitation?	School	<p>Durham District School Board’s Pupil Accommodation Plan 2023 – 27 indicates the use of portables to be utilized as temporary school accommodation.</p> <p>The project, although targets to provide a variety of housing options, foresees limited count of young children. The utilization of portables continues to be expected.</p>
Questions	Nature	Response/ Proposed Solution
Utility and Private Waste Water Treatment		
Arrangement for potable water supply and allocation	Utility Service	Under discussion with Township of Scugog.
Mitigation plan in case of power failure or end of life system	Private Waste Water Treatment	We propose battery storage system to deal with power failure.
Responsibility of costs for installation, operation and upkeep of system	Private Waste Water Treatment	There will be a private wastewater treatment agreement between the project and Durham Region. Please refer to “ <i>Wyndance Responsibility Agreement</i> ” (Durham Region-Royal Bank-Wyndance). Agreement on file at Durham Regional Offices.
Arrangement of waste water treatment after 2051	Private Waste Water Treatment	<p>The technology solutions and applications are well-known. Hundreds of such systems exist throughout North America. Canada has been a technology leader in the field especially with membrane technology.</p> <p>Once the unit housing density and composition mix of residences is settled, site-specific specifications and technology will be selected and formal design will be made for submission to provincial environmental and licensing bodies.</p>

Is recycled water safe for the environment and underground water aquifer?	Private Waste Water Treatment, Environmental	Yes. Recycled water will be mainly used for toilet flushing and landscaping. Government regulates uses.
Questions	Nature	Response/ Proposed Solution
Environmental		
Wetland Preservation	Environmental	Wetland boundary staking will happen in late June 2024. Surveyor, environmental consultants and KRCA and Developer will be onsite for this job. 30 m set-back from previous Plan of Sub-Division has been maintained for project conceptualization.
Mitigation/ Protection Plan for Wildlife Animal and Habitat	Environmental	Wetland staking will be performed in summer 2024 with KRCA and environmental consultant. There will be no development within the PSW and environmental protection areas.
Construction		
Fill removal, disposal arrangement	Construction, Environmental	Will be dealt with during building permit stage. Will be part of the approvals process with town.
Construction pollution mitigation plan	Construction, Environmental	There will be a construction management plan when entering this stage.

8.5 Advertising and Media

8.5.1 Durham Press



We Want Your Opinion!

1st Public Consultation Meeting



EQUUS PORT PERRY

*A Transformational Project
For Scugog & Durham Region*

*Intergenerational
Sustainable
World-Leading*

A 600-unit socially-leading development at
Castle Harbour Dr and Simcoe St



**TUESDAY
MAY
07
2024**

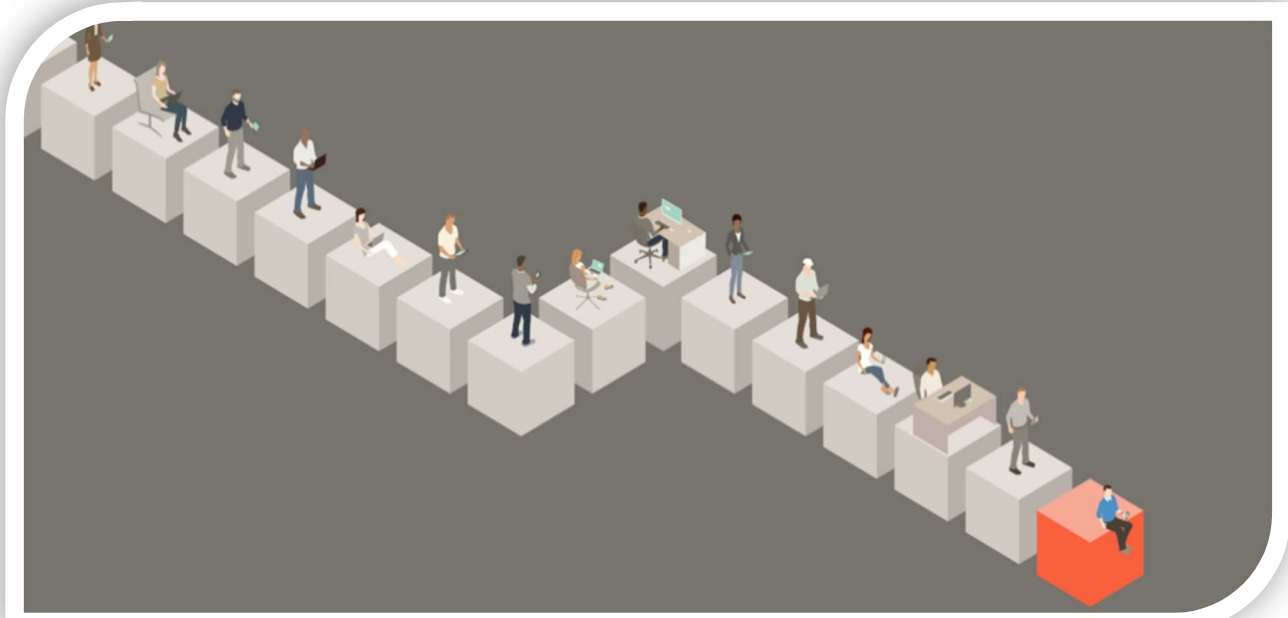
Time

6:00pm-8:00pm

Location

Scugog Memorial Public Library
231 Water St, Port Perry, ON L9L 1A8

Part 9 Demographic Survey



9.1 Executive Summary

Port Perry, the only urban centre of Scugog Township, presents a demographic profile characterized by significant aging trends. With 50% of its population aged 50 and above, and 30% of total now above the age of 65, exceeding both Ontario's average and Scugog's overall demographics, the community faces unique challenges and opportunities. There is a demand for different housing options as the urban area is dominated by single-family homes (80% of housing stock vs. 54% on average elsewhere in Ontario). Retirement facilities, alongside heightened healthcare needs, to cater effectively to this aging population segment, are needed. Demographic pressures will continue.

Economically, Port Perry has shown robust growth, exemplified by a 49% increase in individuals earning over \$100,000 annually from 2016 to 2021. This growth reflects significant economic prosperity within the community and sets a promising trajectory for future development. Looking ahead, planned population growth forecasts indicate Port Perry's evolution into a much larger residential center by 2051, propelled by a rapid growth rate that surpasses Canada's national average. As such, strategic planning will be crucial to sustainably manage demographic shifts and capitalize on economic opportunities in the coming decades.

9.2 Survey Results (PowerPoint Presentation)



TDM	729.89	915.51	185.62	▲25.43%	FLR	660.27	745.28	85.01	▲12.88%
HUM	749.73	924.29	174.56	▲23.28%	UVD	155.59	181.57	25.98	▲16.70%
DMW	833.72	1004.01	170.29	▲20.43%	QUV	440.55	540.21	99.66	▲22.62%
YZJ	903.49	1127.46	223.97	▲24.79%	HZT	285.51	344.98	59.47	▲20.83%
GLY	982.07	1219.39	237.32	▲24.17%	PCW	811.44	1029.66	218.22	▲26.89%
VDA	113.74	143.41	29.67	▲26.09%	AIK	361.77	451.39	89.62	▲24.77%
UVV	468.08	535.41	67.33	▲14.38%	ZJJ	858.36	994.57	136.21	▲15.87%
HJS	545.49	659.05	113.56	▲20.82%	RHJ	894.79	1046.68	151.89	▲16.97%
ECC	566.96	664.69	97.73	▲17.24%	VUV	423.08	509.95	86.87	▲20.53%

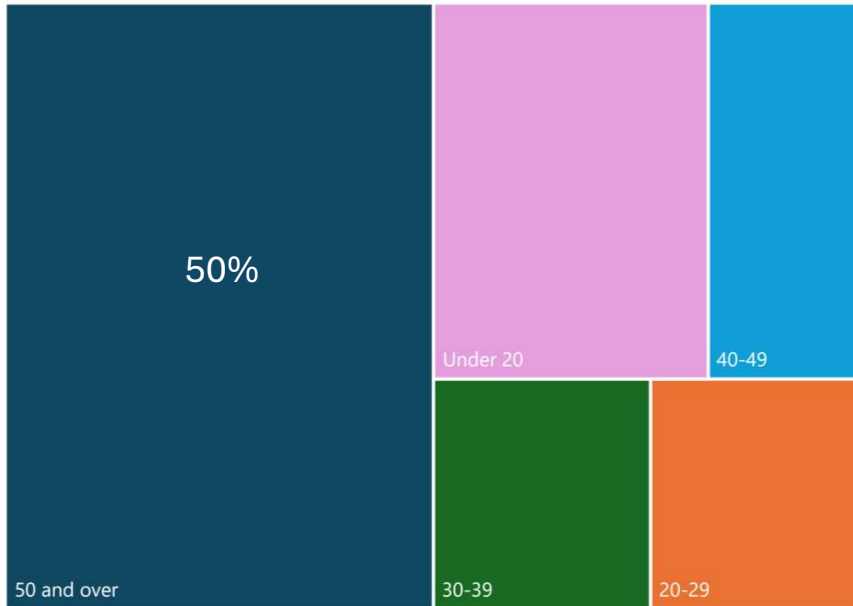
PPJ	912.63	1038.36	125.73	▲13.78%	ZGK	391.59	491.48	99.89	▲25.51%
UAQ	1309.55	1655.62	346.07	▲26.43%	BNY	969.21	1130.65	161.44	▲16.66%
DAQ	1295.17	1644.66	349.49	▲26.75%	SDM	735.44	913.39	177.95	▲24.20%
PNR	654.33	775.84	121.51	▲18.57%	TBU	1323.91	1646.42	322.51	▲24.36%
ZFM	751.85	905.57	153.72	▲20.58%	OTS	543.42	667.24	123.82	▲22.79%
...

Demographic Trend Analysis

Port Perry and Scogog

Cacharel Jiang

Port Perry Demographic Composition



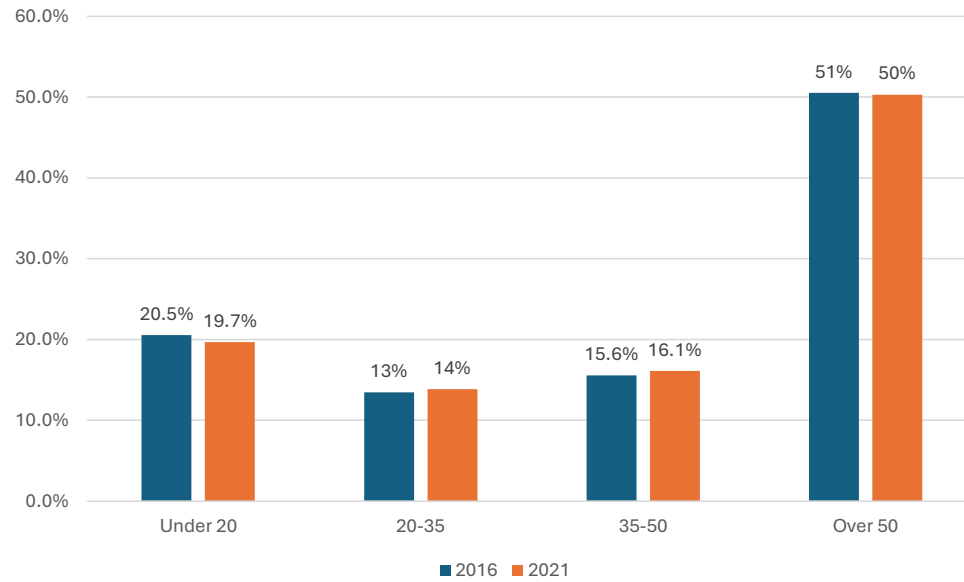
Port Perry's demographic profile is marked by a significant aging trend, with 50% of its population—4,805 individuals—aged 50 and above, surpassing Ontario's 39% average and edging out Scugog's 49%, which represents 10,565 residents. This presents unique challenges and opportunities in catering to its senior demographic.

As a substantial segment of the population is in the post-retirement age bracket, this indicates a pressing need for adequate down-sizing opportunities (smaller homes and apartments) and retirement facilities and associated services. Healthcare becomes increasingly critical.

As is shown on Slide 7, the growth in wealthy households in Port Perry is far above the provincial average. Taken in context, we can conclude that the aging demographic in Port Perry should be able to pay for enhanced services, should they be available.

Port Perry 2021 vs 2016

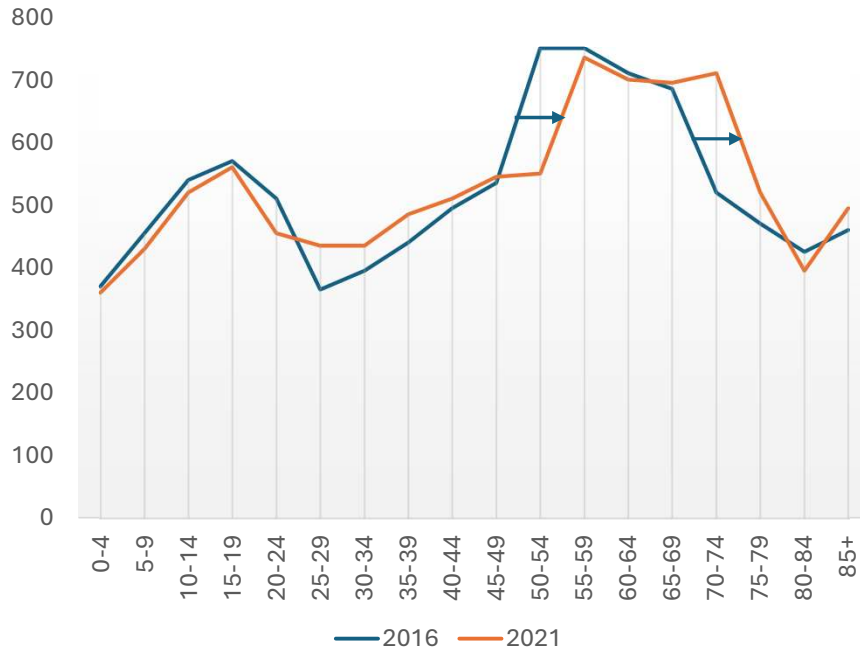
Population in Percentage



All age comparison



All Age Group Comparison



From 2016 to 2021, there have been notable increases observed in the age groups spanning from 25 - 50 and 65 – 80.

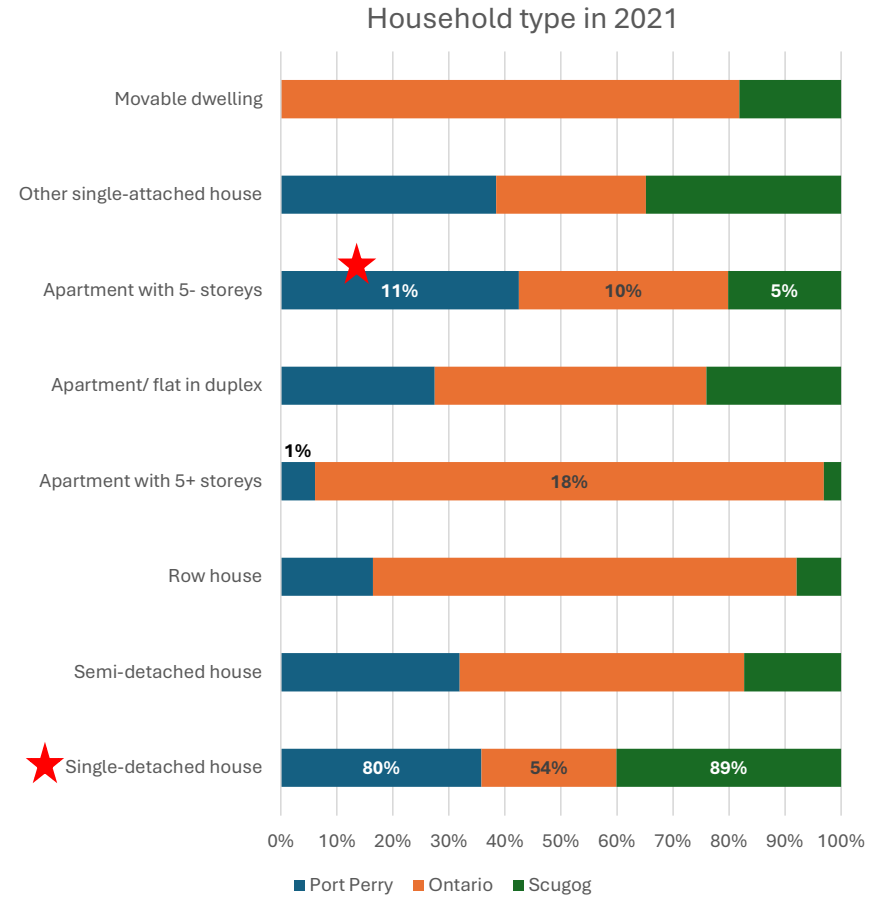
There is a noticeable increase in the age group of 25 - 49 and particularly 30-34, which demonstrates an increase in working aged people in Port Perry.

The increasing trend to work-from-home (WFH) could be significant to Port Perry.

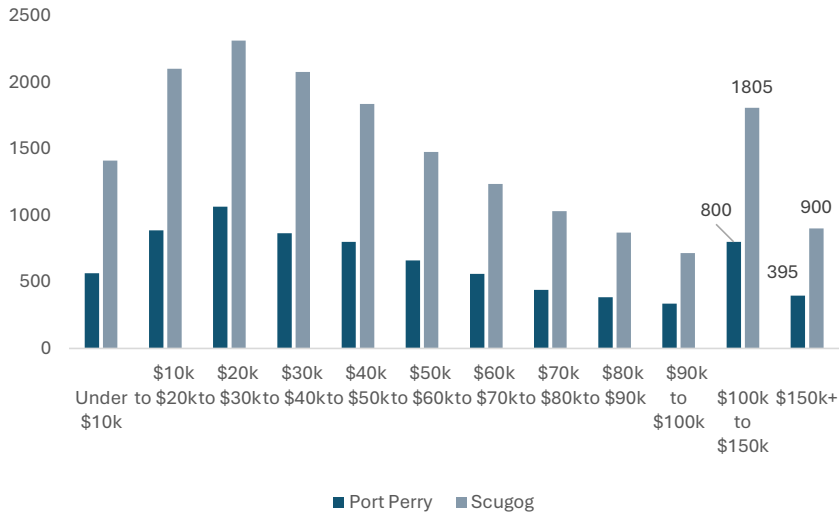
Housing Composition

In Port Perry, the housing landscape is primarily single-detached houses, making up 80% of all occupied private dwellings. This is **significantly higher than Ontario's average** of 54%.

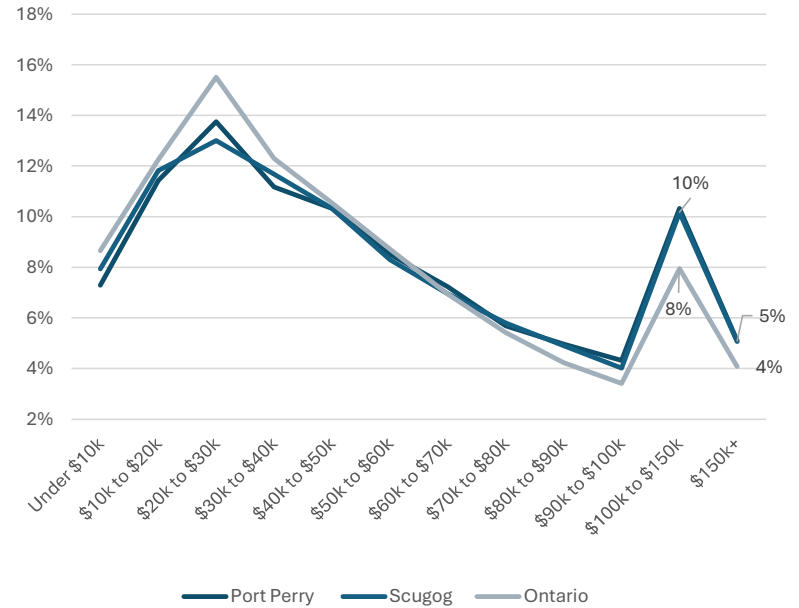
Conversely, mid-rise apartments (5 or more storeys) account for only 1% of Port Perry's housing, totaling approximately 45 out of 3,740 occupied private dwellings. This is **significantly lower than Ontario averages** indicates that multi-unit living is not as available in Port Perry, unlike in Ontario, where mid-rise represents 18% of dwellings on average.



Port Perry Income of Individuals in 2020



Individuals Income in Percentage



Income distribution in Port Perry and its township Scugog indicates a growing trend compared to the Ontario average. Both Port Perry and Scugog have 15% of Individuals earn an income of over \$100k, which translates to approximately 1190 and 2705 individuals, respectively. This demonstrates that **both areas have a higher proportion of high-earning income group than the Ontario average**, where only 12% earn over \$100k. The **overall demographic is wealthier than the Ontario average**, and this trend is continuing upwards.



Port Perry Income Trend 2015-2020



The 1,195 Individuals earning above \$100k in 2020, up from 800 in 2015, indicates a significant 49% increase. This substantial rise in higher-income group far outpaces the inflation rate of 6.52% during the same timeframe, clearly showing that the financial status of Port Perry's residents has improved remarkably, **pointing to economic growth and increasing affluence in the community.**



Over the period from 2015 to 2020, Port Perry's income distribution reflects a community growing wealthier. **The proportion of households earning \$100k or more increased significantly.** In 2015, 43% of households were in the \$100k+ income bracket; this had risen to 51% by 2020, which surpasses the Ontario average of only 45%.

Income of Individuals

	Port Perry -2015	Port Perry -2020
Under \$10k	12%	7%
\$10k to \$20k	15%	11%
\$20k to \$30k	12%	14%
\$30k to \$40k	11%	11%
\$40k to \$50k	10%	10%
\$50k to \$60k	9%	9%
\$60k to \$70k	7%	7%
\$70k to \$80k	5%	6%
\$80k to \$90k	5%	5%
\$90k to \$100k	4%	4%
\$100k to \$150k	7%	10%
\$150k+	3%	5%

Income of Households

	Port Perry 2015	Port Perry 2020	Scugog 2020	Ontario 2020
\$100,000 and over	1,580	1,915	4,445	2,455,095
Total - Household total income	3,695	3,740	8,245	5,491,200
%	43%	51%	54%	45%

Population Forecast

Port Perry Town Planning (In accordance with Scugog Township Official Plan)

- 2012-2022 10yr growth was 12.1% [Actual]
- 2031 - 11,880 residents - 10yr with **24% growth** [Planned]
- 2051 – 17,740 residents – 10yr with **49% growth** [Planned]

Port Perry's estimated annual growth rate is much faster than Canada's annual average (1.178%) between 2031 and 2051. These figures reflect a shifting population and an aging population.

As an example, according to Stats Canada latest census, East Gwillimbury is the fastest growing population area in Canada with 44.4% from 2016 to 2021. East Gwillimbury is 50KMs west from Port Perry. East Gwillimbury shares similar features as Port Perry, with easy access to Highways, Toronto, and a lake. Lake Scugog is directly connected to the Trent Severn Waterway.

Part 10 External Project Collaborators and Initiatives



10.1 **PACE**

10.1.1 Introduction to PACE

Project Equus plans a senior-focused residential building with space on the ground floor to house a program inspired by the Program for All-Inclusive Care for the Elderly (“PACE”).

PACE is a globally respected program that supports older adults’ wellbeing so that they can age in place, through the development of trusting relationships with a coordinator and with an interdisciplinary care team to ensure individual’s needs are being met and goals achieved.

Canada’s aging population is increasing at a rate of 4% each year; people over the age of 85 are the primary drivers of patient load in the healthcare system and in long-term care (LTC).

Ontario’s healthcare system is already under pressure, so solutions to keep older adults healthy and in their own homes are critical to mitigate the impact of the aging population.

Scugog Township is aging faster, pro-rata, than Ontario on average.

10.1.2 ON LOK

PACE has operated in 30 states across the U.S., having started in San Francisco, USA, in 1975 by a private benevolent community, the On Lok wellness services provider. On Lok was an active community-based organization built on strong Chinese cultural roots stressing care for parents. It is now a respected Not-For-Profit. Their stated mission is “to pursue quality of life and quality of care for older adults and their families”. “On Lok” in Cantonese means “calm and joy”. PACE is a ground-breaking ‘gold-standard’ initiative in health care delivery for aging community members.

10.1.3 410 John St., Burlington, ON – First PACE Project in Canada



PACE inspired and was the basis of the now well-established Community Wellness Hub (CWH) in Burlington, Ontario. CWH began in 2019. This unique program provides home and community-based care and services to help chronically ill, potentially long-term care-eligible, low-income adults maintain their

independence in the community. There are also avenues being explored for a cost-for-care model for those with the financial means to do so. With better outcomes and lower average costs (ranging from \$3 to \$15 per day per individual), this model defragments the many care components to achieve better care, support for caregivers, and high levels of participant satisfaction. Other successful examples of PACE-inspired services operate for seniors housed by *Peel Living*, *Centres D'Accueil Héritage* in Toronto, as well as *Homecare Hub* in Toronto, and others across Ontario.

Cost efficiencies are realized by co-locating preventive health and social services within older adult housing communities. These service hubs can ensure older adults receive proactive, preventive health and social service support, enjoying a higher quality of life, but could also proactively service vulnerable adults in nearby adjacent communities, ensuring hospital care is reserved for those most in need (of critical health care).

https://www.thestar.com/news/gta/this-housing-experiment-for-older-adults-has-changed-lives-here-s-how-it-could-also/article__a12377ba-299e-11ef-b09e-0fbd5ea80183.html



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10.1.4 Case Study About Senior Livings

This housing experiment for older adults has changed lives. Here's how it could also save Ontario millions

Burlington's Community Wellness Hub has helped older adults remain independent, in their own homes, by surrounding them with a support system.

Updated 4 hrs ago | June 15, 2024  



Donna Meloney is a resident of the Community Wellness Hub, a Burlington community housing apartment building that helps older adults remain independent, in their own homes, by surrounding them with health care and social supports.

Richard Lautens Toronto Star

By **Moira Welsh** Staff Reporter

Anxiety crept into Donna Meloney's thoughts.

Sometimes, it ate into her sleep when Meloney, then in her mid-60s, lay awake at night, worrying about a future alone. More often, it arrived in the morning when the day ahead looked like an empty horizon.

With no one to rely on, Meloney, a retired retail manager living in a Burlington apartment, grew fixated on isolation and decline, determined to avoid a nursing home. It scared her.

A few blocks north, in the concrete and glass building that is Burlington City Hall, an accountant-turned-councillor named Paul Sharman was consumed with an idea that mirrored Meloney's fear: older adults need a better way to live.

The same age, but from different social circles, their goals would intersect in a promising new experiment, improving life for dozens.

Now, Sharman's plan to improve the lives of people over 65 is seen as a solution to the universal anxiety of Canadians who worry they will grow frail, with a lonely ending in a hospital or long-term-care home.



THE THIRD ACT

We need to start treating loneliness like a public health challenge. Here's why

As Canada shifts toward “super-aged” status, it needs a national strategy on loneliness, advocates say.

Since opening in 2019, the Community Wellness Hub has helped older adults in a Burlington community housing apartment building remain independent, in their own homes, by surrounding them with health care and social supports.

Housing program seen as missing piece for isolated seniors

The Halton Community Housing program has an on-site leader called a “community connector” to help residents find their way through Ontario's complex health-care system; organize social events; visit apartments to ensure there is food in the fridge; talk about medication and, organize the services of more than a dozen different agencies providing home care in the building. It is supported by the Burlington Ontario Health Team.

Meloney moved into the building as the Hub pilot began. To her, this new program was the missing piece and the nightly grip of anxiety lessened.

“Any time you had any problems, you could go to them,” she said. “The door was never closed.”



Before moving into the Community Wellness Hub, Donna Meloney, right, faced creeping anxiety of the isolation that could come from aging alone.

Richard Lautens Toronto Star

It is easy for Meloney to drop by the office and chat with staff about an issue she can't quite solve. She leaves feeling calm. Weekly coffee conversations, about anything really, make her feel part of a community. And, on a winter morning or stifling summer day, there is no excuse not to make exercise class when it's held inside the building.

Like exercise, proactive health care is part of the mix. Every week, Steve the paramedic sets up the private medical room to do blood pressure checks, peer into ears to check on hearing, or track weight gain. He once confirmed a resident was veering into heart attack territory, a potentially life-saving diagnosis.

Program has improved residents' health outcomes

Health data shows that Sharman's idea is changing lives.

Compared to a similar population, the data from 410 John St. shows that Community Wellness Hub members have 14 per cent fewer non-urgent emergency department visits.

Hospitalizations related to chronic conditions such as asthma, diabetes, chronic obstructive pulmonary disease, heart failure, hypertension and epilepsy are fewer and shorter in duration, according to the analysis from Dr. Reham Abdelhalim, manager of population health and evaluation at the Burlington Ontario Health Team.

Extrapolated to reflect the wider population, the overall savings are significant, Abdelhalim said. Her analysis is based on 100,000 people, in the same age range, with similar health conditions as those living at 410 John St., using 2022/23 calculations for hospitalization costs.

If the program spreads, reaching 100,000 older adults, it would save the health-care system nearly \$90 million a year.

Housing idea inspired by mother's final years

Sharman's interest in a better life for older adults began in 2012, after watching his mother struggle in what he considered a less-than-compassionate retirement and nursing home system. She died in 2015, her final years marred by the rigidity of rules that, he said, did not consider individuals, their needs and fears.

For Sharman, it was illuminating. Before his election as a councillor in 2010, he spent his career working with numbers. A career accountant who dug into the internal operations of companies, Sharman saw the needs of an aging population as a new challenge for his skills.

He was named one of the "Top 100 Most Influential People" in the U.S. accounting world in 2005, 2006 and 2007 by "Accounting Today" and worked as a consultant, specializing in the deconstruction and reconfiguration of struggling companies.



Burlington Coun. Paul Sharman's plan helped older adults in a community housing apartment building remain independent, in their own homes, by surrounding them with health care and social supports.

Richard Lautens Toronto Star

Sharman arrived at Burlington City Hall with the swagger of a finance guy ready for a new challenge.

It wasn't long before he decided to change the operational approach to aging.

In Canada, survey after survey shows older adults want to stay independent, to remain at home, in a house, apartment or condo, until the end.

The question is, how?

Similar housing models have blossomed in other jurisdictions

The goal of living and dying at home, surrounded by emotional, social and medical support, is a normal part of aging in other jurisdictions.

Sharman was inspired by a U.S. program called PACE, which surrounds older adults with the professional help needed to stay at home.

In some ways, the idea behind PACE is similar to the philosophy found in New York City NORCs-with-supports, apartments that are home to a lot of residents who have aged in place, hence the name Naturally Occurring Retirement Communities.



THE THIRD ACT

When Antonietta vanished, her friends couldn't get any answers. It was only after she died that the mystery began to unravel

A Toronto woman all but disappeared from the home she lived in for decades and the friends she had made there. Why did she spend her final years

What began in the 1960s with neighbours-checking-on-neighbours, now has state legislation and annual government funding for staff who help residents navigate the health care system, organize classes focused on dementia care or diabetes, help with the communal meals, social activities or fitness classes.

Interest in NORCs-with-supports is growing in Canada, dramatically, according to the NORC Innovation Centre at University Health Network. And for years now, Queen's University has partnered with Oasis Senior Supportive Living to add NORC supports to buildings in Kingston, Vancouver and elsewhere.

Meloney's building is not 'naturally occurring.' A block east of Burlington City Hall, Wellington Terrace, otherwise known as 410 John St., is a Halton Community Housing Corporation apartment, supported by the Burlington Ontario Health Team, specifically for residents over the age of 65.

The nine-story brick building overlooks a downtown parking lot used by patrons of Burlington's nearby 'Village Square,' a Tudor-inspired car-free zone of restaurants, spas and chocolatiers.

Inside the glass doors, is the office of Jennifer Johnstone, the "community connector" and unofficial den mother to more than 100 residents who signed up for the program. To Meloney, her presence is reassuring.

At the opposite end of the hall is the community room, with table and chairs for card games or talks from the local pharmacist on good sleep and the avoidance of Lyme disease from Ontario's growing population of ticks.

Johnstone follows the near universal philosophy of NORC or PACE programs: Help people feel important. Be a good listener. Build trust.

She also organizes the health and social services work of more than a dozen community agencies that have been providing care in the building for years. Much of this work is done through the Burlington Ontario Health Team, one of the provincial government's not-for-profit organizations that "promotes the health and well-being of the general public."

'I would be in dire straits'

In 2022, Meloney fell and fractured her hip, an injury that, among many older adults, can lead to a spiral of decline.

She spent several weeks in hospital, returned to 410 John St. and in time, started exercising, perhaps too enthusiastically, pulling a leg muscle, an intense, painful injury. The in-house physiotherapist at 410 John St. got to work and helped her recover.

If she was still living alone, Meloney, now 74, believes she'd be overwhelmed.

"I would be in dire straits."

Sharman, who just turned 73, sees fear among the older adults who come out for his talks on the program. It is expanding into two other Halton community housing buildings this year but the demand, he said, is now coming from a wealthier cohort.

"I presented to a meeting three weeks ago in a (local) art gallery to 150 attendees," he said.

“They were older, older adults. Many of them frail.

“These are people who had money and they’re with their notebooks, writing, and saying, ‘Where can we go?’ Tell us where to go.”



Moira Welsh is a Toronto Star journalist leading *The Third Act* project, pushing for changes in the way older adults live. Follow her on Twitter: [@moirawelsh](https://twitter.com/moirawelsh).

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10.2 Toyota Mobility Foundation (TMF)

10.2.1 Introduction to TMF

The Toyota Mobility Foundation (“TMF”) was established in 2014 with a clear mission: to advance mobility solutions and create a society where everyone can move freely. Leveraging Toyota’s extensive expertise in automotive technology, the foundation seeks to address global mobility challenges by collaborating with various stakeholders, including governments, non-profit organizations, academic institutions, and the private sector. The foundation's initiatives focus on enhancing urban transportation, developing sustainable mobility solutions, and improving accessibility for individuals with mobility impairments.

A significant example of TMF’s innovative approach is the Woven City project. Announced in 2020, Woven City is a prototype city being built in Japan at the base of Mount Fuji. It is envisioned as a living laboratory for testing and developing new technologies, including autonomous vehicles, smart homes, robotics, and artificial intelligence. Woven City aims to create a fully connected ecosystem where all aspects of urban life are integrated and optimized for efficiency, sustainability, and convenience.



Woven City Conceptual Plan by Toyota Mobility Foundation

10.2.2 Enhanced Mobility Designs (For EQUUS/Scugog)

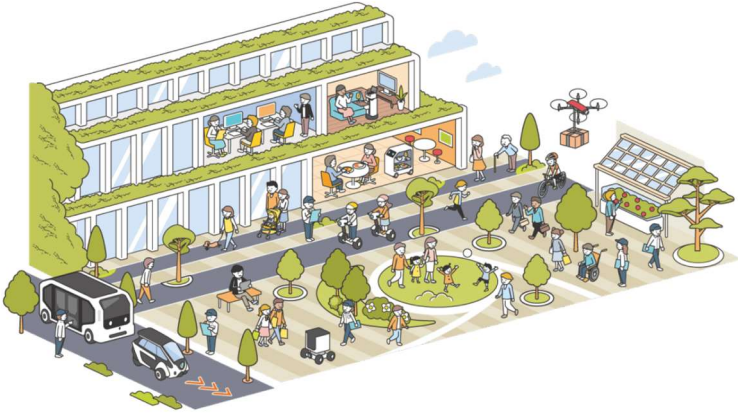
One of the core areas of focus for the TMF is the development of enhanced mobility designs. These designs aim to tackle the diverse mobility needs of urban and rural populations, making transportation more efficient, accessible, and environmentally friendly.



Mobility design by Toyota

TMF is promoting enhanced mobility design especially in the new built environment. TMF and its collaborators offer assistance and know-how in the planning of new communities and mobility services to achieve enhanced mobility outcomes. A design team from MIT will assist with these efforts, ensuring that the latest academic and technological advancements are integrated into their projects.

In addition, TMF will also assist with the enhanced mobility design in the downtown area of Port Perry. Three parties (Township of Scugog, Toyota Mobility Foundation and Avenu Properties Corp.) will be involved in discussing and developing appropriate plans and specifications necessary to achieve and enhance access and create barrier-free mobility in accordance with the proposed mobility design plan.



Community conceptual plan by Toyota Mobility Foundation

10.2.3 Shuttle Project Prototype

A notable initiative under the Toyota Mobility Foundation is the Shuttle Project Prototype, which exemplifies TMF's commitment to revolutionizing public transportation. This project involves the design and testing of a next-generation shuttle service aimed at improving urban mobility. The shuttle prototype is an electric, autonomous vehicle designed to operate within a designated route in city environments.



Shuttle bus concept by Toyota Mobility Fondation

The prototype incorporates cutting-edge technology to enhance passenger experience and operational efficiency. Features include automated driving capabilities, advanced safety systems, and real-time connectivity with urban infrastructure. The shuttle is designed to be accessible to all users, including those with disabilities, with low floors for easy boarding and spacious interiors to accommodate wheelchairs and other mobility aids.

TMF has deployed these prototypes in various cities around the world to test their functionality and gather data on their performance. The insights gained from these trials are used to refine the technology and address any challenges encountered, paving the way for broader implementation in urban areas. The ultimate goal is to provide a reliable, efficient,

and sustainable public transportation option that can reduce traffic congestion and lower carbon emissions.

10.2.4 MOU Collaboration In-Kind Contribution Letter

*** CONFIDENTIAL 秘



LETTER OF INTENT TO PROVIDE IN-KIND SUPPORT TO THE TOWNSHIP OF SCUGOG

This letter states the intention and commitment of the Toyota Mobility Foundation (TMF) to provide up to 100 labor hours (valued at USD\$25,000) of in kind support to the Township of Scugog, Ontario, Canada (the "Township") in accordance with the draft Memorandum of Understanding among TMF, the Township, and 16941 Simcoe St. Developments, Inc..

TMF was established in August 2014 to support the development of a more mobile society. TMF aims to support strong mobility systems while working to eliminate disparities in mobility. TMF harnesses Toyota's expertise in technology, safety, and the environment, working in collaboration with universities, governments, non-profit organizations, research institutions, and other organizations to address mobility issues around the world. Programs include resolving (sub)urban transportation problems, expanding the utilization of personal mobility, and developing solutions for next-generation mobility.

Contacts to support the Township include:

Dr. William Chernicoff
TMF Research & Innovation

The nexus of land use planning, sustainability, and barrier-free mobility is a focal area for TMF that bridges the concepts of sustainable cities and mobility unlimited (personal mobility) pillars.

TMF will utilize its know-how and internal tools to support a human-centered design process as part of the initial design stages for updated master planning to benefit the Township.

This letter is confidential and may not be disclosed without the mutual consent of the Township and TMF.

TOYOTA MOBILITY FOUNDATION

By: 

Name: William Chernicoff
Title: Senior Manager, TMF Global Research and Americas Projects

Date: May 21, 2024

6565 Headquarters Drive
Plano, TX 75024
USA

The realization of the Burlington pilot project, located in a *Halton Community Housing Corporation* building in the city’s downtown, resulted in two additional locations being implemented in other community housing buildings; with more in planning. In Burlington, the PACE-inspired centres are called “*Community Wellness Hubs.*” A first purpose-built centre is now underway in Oakville, Ontario, with a hub planned for the main floor and three floors of housing units above.

PACE inspired centres have brought efficiencies forward:

- Service providers have discovered efficiencies — there is only one intake form for participants, so agencies do not have to repeat the intake process;
- visiting professionals can serve a number of clients in each visit;
- A single care coordinator works efficiently in a central location;
- Participants form critical trusting relationships.
- Service providers come together for “rounds,” an interdisciplinary team meeting to discuss participants’ individual needs and goals, ensuring ‘wrap-around’ care.

In Burlington, the delivery team has seen participants’ sense of wellbeing increase through their participation in the hub and its services and activities; the number of calls to community emergency services ***has decreased significantly, by more than 35%.***

This innovative care model planned for Equus, is aimed at facilitating older adults to remain independent and in their own private homes. Stakeholder engagements with the *Lakeridge Health Leadership Team* in Durham has elicited strong positive engagement. Lakeridge has

expressed a high degree of interest in the planned PACE-inspired project and wants to advance accelerator and facilitator discussion, which will occur once project parameters are known and fixed (by MZO). Reducing loads on the healthcare and long-term care systems is a mutual goal.

The adapted PACE-inspired model planned for Equus/Scugog in Port Perry, as an integral part of the project vision, is one of the significant supporting justifications for MZO. External agencies and collaborators: Canterbury Common Residents' Association, Lakeridge Health, wish to allocate planning and other scarce resources based on opportunity and certainty. Establishing the housing mix and density of the planned Equus project in Port Perry, in the heart of Scugog Township, brings certainty of larger service user base. It takes planning horizons for delivery into focus and makes resources allocation justifiable in economic and social terms. For organizations like Toyota Mobility Foundation, Lakeridge Health, and numerous community stakeholders, their commitment follows commitment and predictable timetables for action and foreseeable outcome.

10.3 **Ontario Tech University (OTU)**

10.3.1 Executive Summary

Doctor William Chernicoff Ph.D (TMF) and Avenu met with OTU early in summer of 2023. The purpose was to start investigating the possibility of developing a new EV prototype shuttle for EQUUS Scugog together at the Automotive Center of Excellence (“ACE”).

ACE is a collaborator with Toyota in ongoing R&D. Subsequently, further meetings have been held and a collaborative agreement is in current discussion. The next meeting is scheduled for June 24th, 2024.

10.4 Lakeridge Healthcare Corporation

10.4.1 Executive Summary

Avenu has had meetings with key executives, including the CFO, Chief of Staff, and Health System Executive (Clinical).

Lakeridge Healthcare

They are particularly interested in the P.A.C.E program aspect of the project. We are exploring Lakeridge Healthcare Corporation participating their family doctor program (in conjunction with Queens University Medical School) in the project if possible. This is a subject of ongoing discussions at this time.

The planned special residences for family doctors (24 units in a stand-alone building on the EQUUS Scugog Site). The building will be owned and managed on a not-for-profit basis, by an operator yet to be determined.



Source: LinkedIn Dr. Randy Wax, Chief of Staff – Lakeridge Health

Special Thanks

The pre-MZO application preparation work was 2 years in making. Avenu takes this opportunity to say thanks to organization, local business, association, individual that took the time to meet with Avenu.

Books Galore

Canterbury Common Residents
Association

Captain George Fish & Chips

Focus On Scugog Magazine

Fourteen Estates and The Rondeau Group

Great Blue Heron Casino and Hotel

Herrington's Quality Butchers

Invest Durham

Jonathan van Bilsen

Kawartha Conversation

Lake Stewards

Lakeridge Health Corporation

Lev Living

Martha Casson

Minogi Corporation

Mrs. Fields Bake House Cafe

MSIFN

Old Flame Brewing Co

Ontario Tech University

Parks Canada, Trent Severn Waterway

Photo N' Travel

Piano Café and Inn

Port Perry BIA

Port Perry BNB Association

Port Perry Hospital Foundation

Project EQUUS Consultants

Regional Municipality of Durham

Scugog Chamber of Commerce

Scugog Economic Development Advisory
Committee

Scugog Healthy Lake Steering Committee

Scugog Housing Advisory Committee

Scugog Memorial Public Library

The Port Cheese Co

Township of Scugog and staff

Township of Scugog Councillors

Township of Scugog Mayor

Toyota Mobility Foundation

Trail Hub

Two Blokes Cider Brewery

Willows Realty Group