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November 24, 2022
Our File: 22-1324

Tercot Acquisitions Limited
406 - 56 The Esplanade
Toronto, ON
M5E 1A7

**Attention: David Cogliano**
Tercot Acquisitions Limited

Dear Mr. Cogliano:

**Re: 6431 Bethesda Road, Whitchurch-Stouffville**
Conceptual Servicing Strategy

**Opening:**

DSEL has been retained by Tercot to complete a preliminary review of potential water and wastewater servicing opportunities for the property located at 6431 Bethesda Side Road in Whitchurch-Stouffville, herein referred to as the subject property. The subject property is bound by Bethesda Side Road to the north, the current Stouffville settlement boundary to the south, municipal park to the west, and agricultural and future Lincolnville Major Transit Station Area (MTSA) to the east. The subject property is currently located within the Oak Ridges Moraine (ORM) area and Greenbelt area.

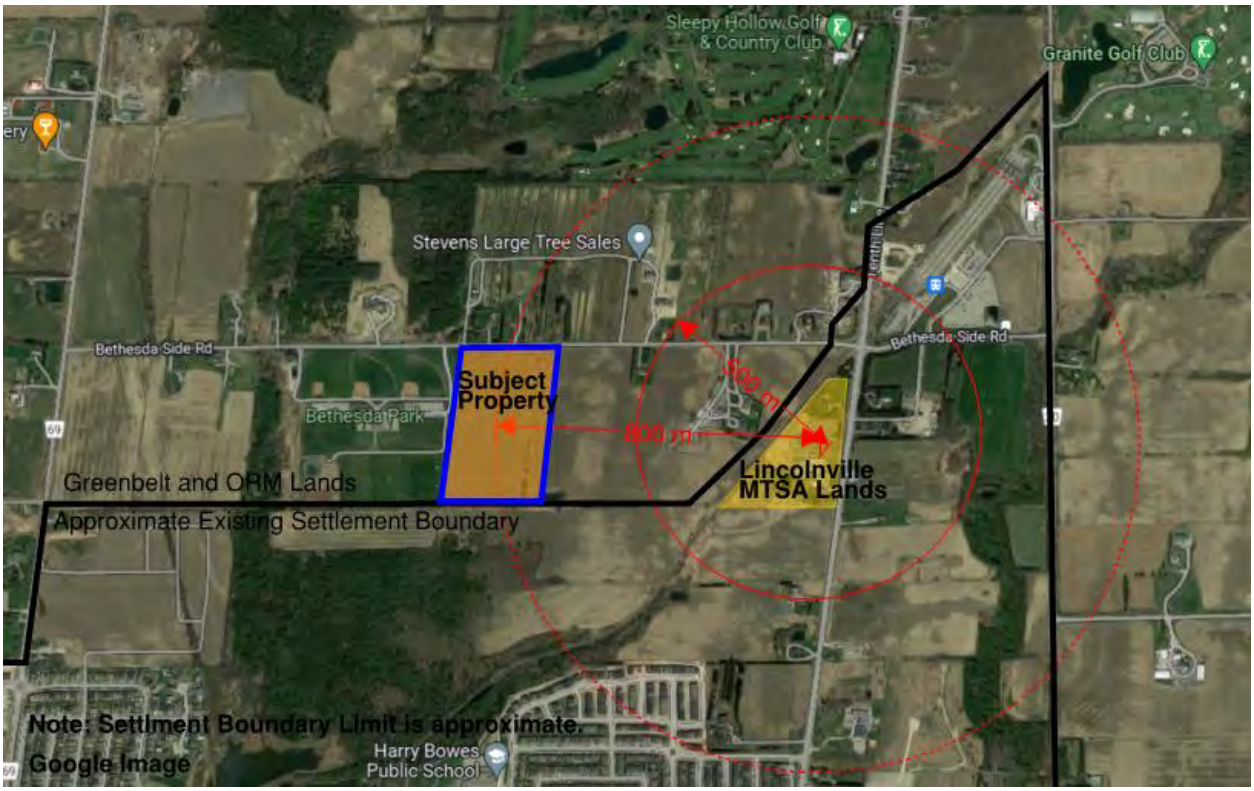
The Town of Whitchurch-Stouffville Draft Official Plan (June 2022) and the adopted Region of York Official plan (date July 2022) supported the settlement boundary expansion into the ORM conditional upon amendments to O.Reg 140/02, and inclusion of the subject property in the settlement boundary.

A Notice of Decision on the Region of York Official Plan was issued by the Province on November 4, 2022 that did not support the ORM designation change and boundary expansion for the subject property and neighbouring properties to the east along Bethesda Side Road.

The Province of Ontario has recently released a proposed amendment to the Greenbelt Plan to remove some lands from the Greenbelt on a strategic basis to support Bill 23, More Homes Built Faster Act. The Province considered properties for removal from the Greenbelt for future and near-term housing development using five criteria. The purpose of this letter is to discuss one of the five criteria in relation to the subject property: *The lands have the potential ability to be serviced in the near-term with local infrastructure upgrades to be entirely funded by proponents.*

**Location of Property, and Proximity to Planned Infrastructure:**

The location of the subject property is illustrated below.




It is important to highlight the location of the subject property relative to the current settlement boundary of Stouffville, and to the future Lincolnville MTSA lands. Both of these external areas are proposed to be serviced with municipal water and wastewater infrastructure. Development within the current settlement boundary area and the proposed Lincolnville MTSA will extend municipal water and wastewater infrastructure to several locations within 100 m to 800 m of the subject property.

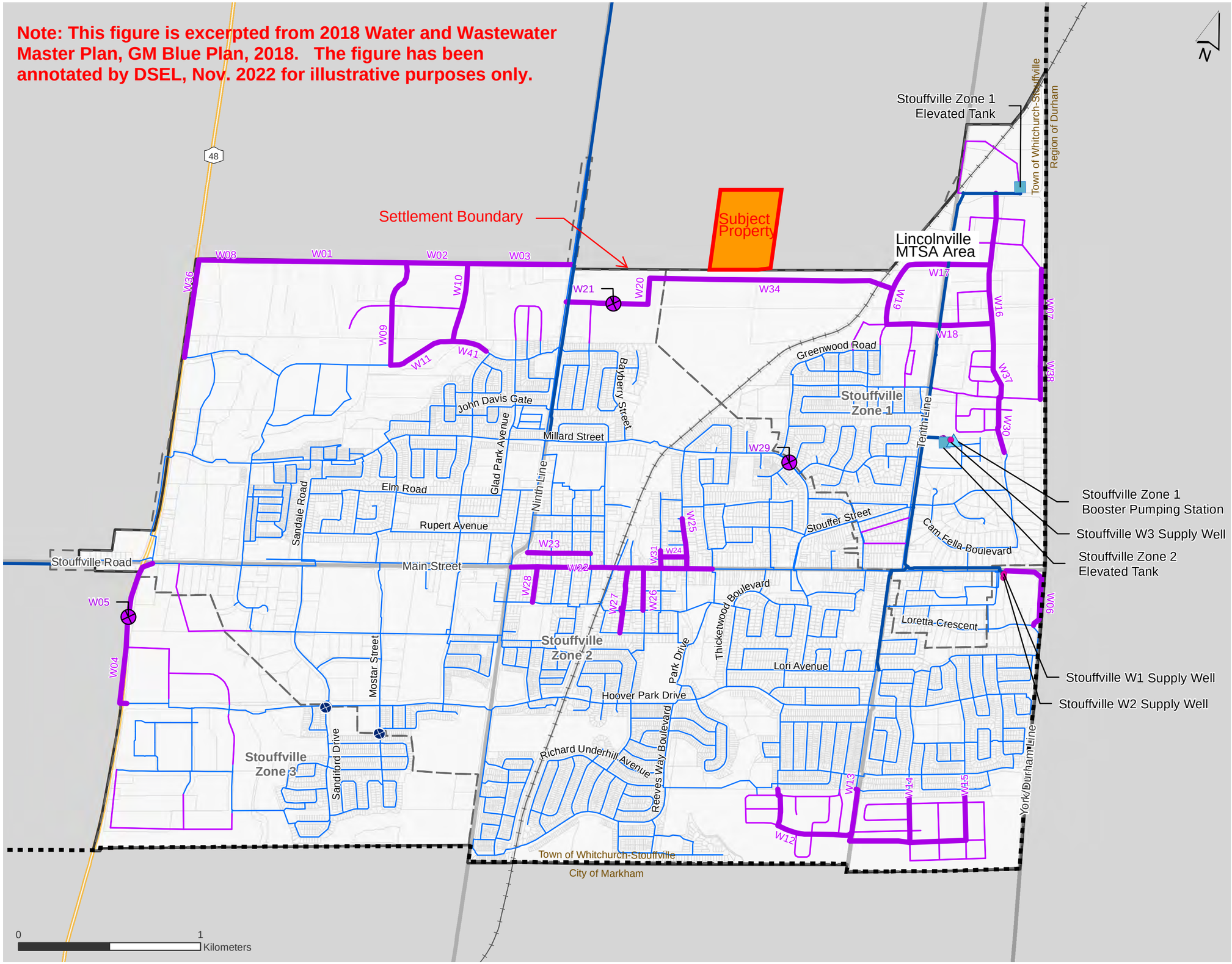
The extension of municipal water and wastewater to service the adjacent settlement boundary and Lincolnville MTSA lands is contemplated in the following background studies:

- The current settlement boundary servicing for the lands located immediately south of the subject property were generally outlined in the 2018 Town of Whitchurch-Stouffville Water and Wastewater Master Plan (GM Blue Plan, 2018).

- The proposed Lincolnville MTSA servicing strategy is outlined in stand-alone technical report prepared by GM Blue Plan on behalf of Whitchurch-Stouffville in 2020; in support of the Official Plan amendment for the Lincolnville (now Old Elm) MTSA Lands.

The conceptual water and wastewater servicing for the adjacent settlement boundary area, and the Lincolnville MTSA from the GM Blue Plan work, is excerpted below.

**Note: This figure is excerpted from 2018 Water and Wastewater Master Plan, GM Blue Plan, 2018. The figure has been annotated by DSEL, Nov. 2022 for illustrative purposes only.**




Town of Whitchurch-Stouffville

**Town of Whitchurch-Stouffville Water and Wastewater Master Plan**

**Recommended Strategy - Water System Community of Whitchurch-Stouffville**

Figure 31

**Proposed Water System**

- MP Capital Project - Pressure Reducing Valves (PRV)
- MP Capital Project - Booster Pumping Station (BPS)
- MP Capital Project - Watermain
- Future Local Network

**Existing Water System**

All pumping stations, water storage, and supply wells are owned by the Region.

**Regional Owned**

- Pumping Station
- Water Storage
- Supply Well
- Pressure Reducing Valves (PRV)
- Watermains (Regional)

**Municipal Owned**

- Pressure Reducing Valves (PRV)
- Watermains (Municipal)
- Existing Water Pressure Districts

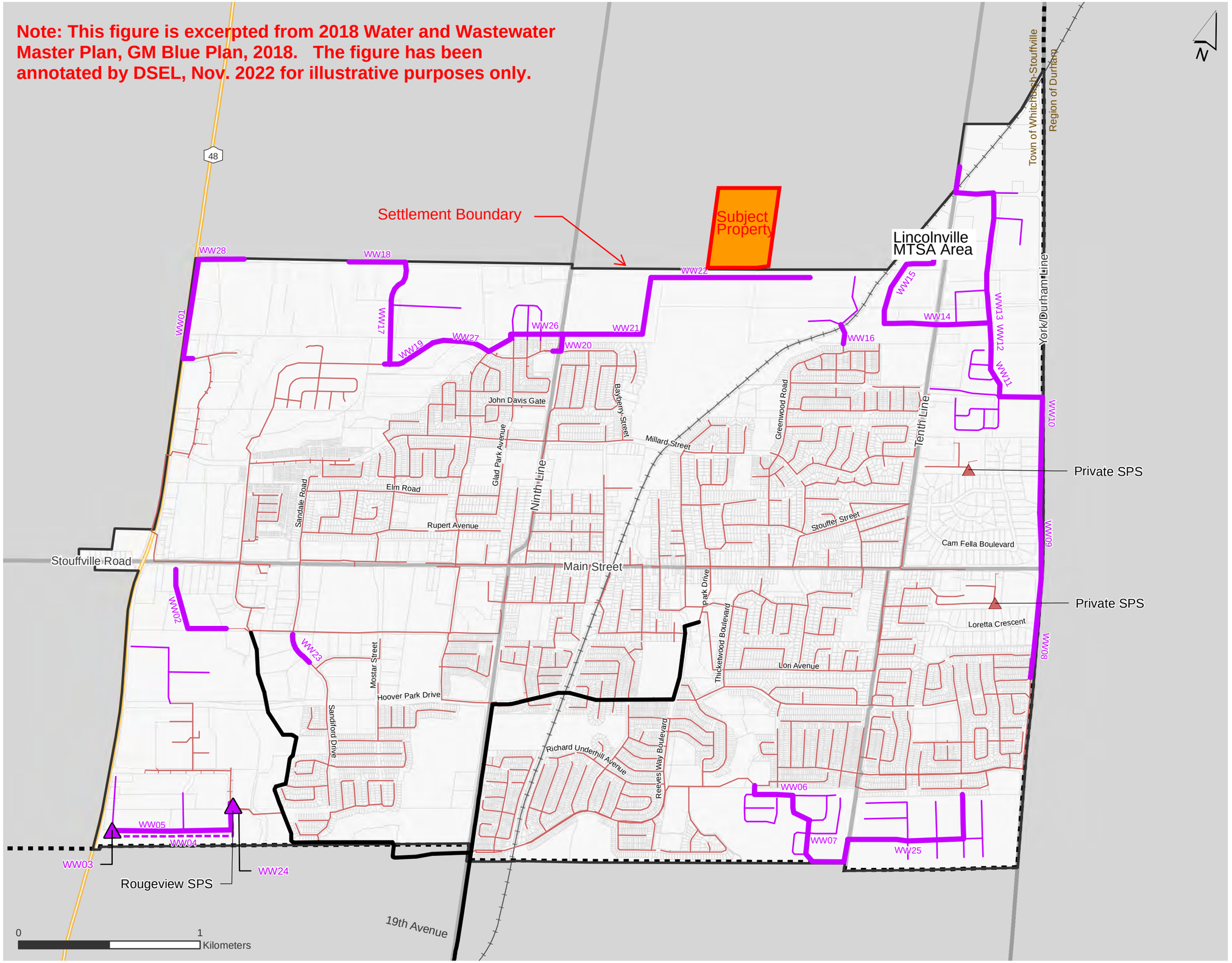
**General Features**

- Study Area
- Municipal Boundary
- Freeways and Provincial Highways
- Railway

BluePlan Engineering

October, 2018
717022-W-012
NAD 1983 UTM Zone 17N

**Note: This figure is excerpted from 2018 Water and Wastewater Master Plan, GM Blue Plan, 2018. The figure has been annotated by DSEL, Nov. 2022 for illustrative purposes only.**




Town of Whitchurch-Stouffville

**Town of Whitchurch-Stouffville**
**Water and Wastewater Master Plan**

**Recommended Strategy**
**Wastewater System**
**Community of Whitchurch-Stouffville**
Figure 43

**Proposed Wastewater System**

- MP Capital Project - Sanitary Pumping Station
- MP Capital Project - Forcemain
- MP Capital Project - Gravity
- Future Local Collection

**Existing Wastewater System**

- Sanitary Pumping Station (SPS)
- Gravity Main (Municipal)
- Gravity Main (Regional - YDSS)

**General Features**

- Study Area
- Municipal Boundary
- 48 Freeways and Provincial Highways
- Proposed Roads
- Railway

BluePlan ENGINEERING

October, 2018
717022-WW-012
NAD 1983 UTM Zone 17N

As seen in the water and water servicing figures above, infrastructure will be constructed in close proximity to the subject property. The planned timing of the adjacent water and wastewater infrastructure is 2022 to 2025 per the 2018 Water and Wastewater Master Plan, as excerpted in ***Attachment 1***. The timing from the 2018 Water and Wastewater Master Plan is subject to change, and some projects may be added or removed or deferred to later dates. The proposed infrastructure illustrated above is to address planned growth in the settlement boundary, and this letter in no way implies or guarantees the timing of the projects or that they will be completed.

The servicing capacity and depth of the nearby proposed water and wastewater infrastructure will need to be confirmed as this infrastructure has not been designed yet. Confirmation of available capacity to service the subject property is beyond the scope of this letter. Availability of capacity to service the subject property will need to be confirmed by Whitchurch-Stouffville and Region of York. As noted, the Town of Whitchurch-Stouffville is preparing a 2022 Water and Wastewater Master Plan to assess water and wastewater servicing capacity in their network, among other things, which is expected to conclude in 2023.

The detailed design of the proposed servicing for the current settlement area and MTSA area excerpted above have not commenced. As such, there may be opportunities to incorporate additional capacity for the subject property in the infrastructure design, subject to municipal approval.

**Additional Wastewater Servicing Context for Subject Property:**

- The Town of Stouffville prepared a Functional Servicing Report (IBI Group, 2013) for Whitchurch-Stouffville that contemplated wastewater servicing for the subject property. A graphic from the report is included as ***Attachment 2***.

- The 2018 Water and Wastewater Master Plan appears to indicate Potential post-period growth outside the urban boundary contributing wastewater flows to the infrastructure in the urban boundary, in the area of the subject property as excerpted in ***Attachment 3***.

- There is a current development application on the settlement area lands located immediately south of the subject property. The Functional Servicing Report from April 2022 for those lands (not yet approved by Whitchurch-Stouffville) has allowance for some wastewater flow from the subject property.

The context above is provided to demonstrate that wastewater servicing of the subject property has historically been considered, to an extent, in several technical documents. This by no means guarantees there is, or will be, servicing/capacity available for the subject property, but demonstrates it has been considered historically given its proximity to the current settlement boundary.

**Closing:**

- The subject property was historically considered in the downstream wastewater servicing dating back to 2013 Functional Servicing Report completed by Town of Stouffville.

- The subject property is located adjacent to the current settlement boundary, and the future Lincolnville MTSA lands, which are both planned to be serviced with municipal water and wastewater infrastructure in the near term.

- The water and wastewater infrastructure to service these external lands will be located within 100 m to 800 m of the subject property.

- The Town of Stouffville 2018 Water and Wastewater Master Plan anticipates timing for the external infrastructure is 2022 to 2025. The timing is subject to change.

- The Town of Whitchurch-Stouffville is currently conducting a 2022 Water and Wastewater Master Plan that will analyze system capacity for the larger community area. This document is an important next step in determining if there is available capacity in the network for additional development areas such as the subject property.

- The planned infrastructure adjacent to the subject property has not been explicitly designed to include the subject property. Additional analysis is required to confirm if there is sufficient water and wastewater capacity in the downstream system for the subject property, which would need to be reviewed and approved by Town of Whitchurch-Stouffville.

- The planned infrastructure adjacent to the site has not proceeded to detailed design, and there may be opportunities through detailed design to expand available capacity for the subject property, subject to additional analysis and municipal support. This can be investigated following completion of the 2022 Water and Wastewater Master Plan.

This letter in no way implies or confirms there is available capacity in the downstream system for the subject property. This letter highlights that servicing will be available in the lands immediately adjacent to the subject site that need to be analyzed to confirm if there is available capacity through future reporting. We trust the above letter is satisfactory, and if we can assist you with your review, please do not hesitate to contact our office.

Prepared by

**David Schaeffer Engineering Ltd**

**DRAFT SENT BY E-MAIL**

Per: Ryan Kerr, P.Eng.

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# ATTACHMENT 1: Water and Wastewater Servicing Strategy Excerpts from 2018 Water and Wastewater Master Plan for Whitchurch-Stouffville, GM Blue Plan,2018

TOWN OF WHITCHURCH–STOUFFVILLE

BluePlan ENGINEERING

## Table 26: Water Capital Program

| Master Plan ID | Project Name | Project Description | Year in Service | Municipality | Class EA | Size/Capacity | Length (m) | Class Estimate Type | Project Complexity | Area Condition | Base Construction Cost ($2018) | Crossings ($2018) | Additional Costs ($2018) | Soft Costs ($2018) | Non-Refundable HST ($2018) | Total Estimated Cost ($2018) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **W01** | Bethesda Side Road #1 | New 300 mm diameter watermain along Bethesda Side Road from Ninth Line to W10. Two creek crossings. | 2023 | Stouffville | A+ | 300 mm | 871 | Class 4 | High | Rural | 586,000 | 243,000 | 276,000 | 639,000 | 30,000 | **$ 1,806,000** |
| **W02** | Bethesda Side Road #2 | New 300 mm diameter watermain along Bethesda Side Road from W10 to W09 | 2023 | Stouffville | A+ | 300 mm | 336 | Class 4 | Low | Rural | 226,000 | - | 50,000 | 103,000 | 7,000 | **$ 396,000** |
| **W03** | Bethesda Side Road #3 | New 300 mm diameter watermain along Bethesda Side Road from W09 to W08 | 2023 | Stouffville | A+ | 300 mm | 573 | Class 4 | Low | Rural | 385,000 | - | 83,000 | 172,000 | 11,000 | **$ 661,000** |
| **W04** | Hwy 48 #1 | New 300 mm diameter watermain along Hwy 48 from Main Street to Hoover Park Drive. One creek crossing | 2021-2026 | Stouffville | A+ | 300 mm | 862 | Class 4 | High | Rural | 580,000 | 206,000 | 258,000 | 600,000 | 28,000 | **$ 1,693,000** |
| **W05** | PRV Hwy 48 | New Zone 2/3 PRV along Hwy 48, south of Main Street. Exact location to be determined. | 2021-2026 | Stouffville | A+ | 0 mm | 0 | Class 4 | Low | Rural | 50,000 | - | - | 18,000 | 1,000 | **$ 69,000** |
| **W06** | York Durham Line #1 | New 300 mm diameter watermain along Main Street and York Durham Line, from Stouffville Well 1&2 to Loretta Crescent. Potential issues with groundwater during construction based on historical construction in this area | 2019 | Stouffville | A+ | 300 mm | 483 | Class 4 | High | Rural | 325,000 | - | 107,000 | 249,000 | 12,000 | **$ 703,000** |
| **W07** | York Durham Line #2 | New 200 mm diameter watermain along York Durham Line, between Bethesda Side Road and Main Street | 2020-2022 | Stouffville | A+ | 200 mm | 446 | Class 4 | High | Rural | 234,000 | 30,000 | 87,000 | 202,000 | 9,000 | **$ 570,000** |
| **W08** | Bethesda Side Road #4 | New 300 mm diameter watermain along Bethesda Side Road from W01 to Hwy 48 | 2023 | Stouffville | A+ | 300 mm | 267 | Class 4 | Low | Rural | 179,000 | - | 40,000 | 83,000 | 5,000 | **$ 320,000** |
| **W09** | Future Road #2 | New 300 mm diameter watermain along future road connecting Baker Hill Boulevard to Bethesda Side Road | 2019-2021 | Stouffville | A+ | 300 mm | 591 | Class 4 | Low | Rural | 397,000 | - | 86,000 | 177,000 | 11,000 | **$ 682,000** |
| **W10** | Future Road #3 | New 300 mm diameter watermain along future road connecting Baker Hill Boulevard to Bethesda Side Road | 2019-2021 | Stouffville | A+ | 300 mm | 437 | Class 4 | Low | Rural | 294,000 | - | 64,000 | 133,000 | 8,000 | **$ 510,000** |
| **W11** | Future Road #4 | New 300 mm diameter watermain along Baker Hill Boulevard | 2019 | Stouffville | A+ | 300 mm | 390 | Class 4 | High | Rural | 262,000 | - | 87,000 | 203,000 | 9,000 | **$ 574,000** |
| **W12** | Future Road #5 | New 300 mm diameter watermain along future road in southeast corner of Stouffville, south of Mantle Avenue. Connecting Byers Pond Way and W15. One creek crossing | 2019 | Stouffville | A+ | 300 mm | 1210 | Class 4 | Low | Rural | 813,000 | 37,000 | 183,000 | 378,000 | 24,000 | **$ 1,458,000** |
| **W13** | Future Road #6 | New 300 mm diameter watermain along future road in southeast corner of Stouffville, south of Mantle Avenue. Extension of existing watermain on Tenth Line | 2019 | Stouffville | A+ | 300 mm | 286 | Class 4 | Low | Rural | 192,000 | - | 43,000 | 88,000 | 6,000 | **$ 339,000** |
| **W14** | Future Road #7 | New 300 mm diameter watermain along future road in southeast corner of Stouffville, south of Mantle Avenue. Extension of existing watermain on Sunnygridge Avenue | 2020 | Stouffville | A+ | 300 mm | 243 | Class 4 | Low | Rural | 163,000 | - | 37,000 | 76,000 | 5,000 | **$ 291,000** |
| **W15** | Future Road #8 | New 300 mm diameter watermain in southeast corner of Stouffville, south of Mantle Avenue | 2020 | Stouffville | A+ | 300 mm | 245 | Class 4 | Low | Rural | 165,000 | - | 37,000 | 76,000 | 5,000 | **$ 294,000** |
| **W16** | Future Road #9 | New 300 mm diameter watermain along future road in northeast corner of Stouffville, connecting W37 to Bethesda Side Road | 2020-2022 | Stouffville | A+ | 300 mm | 868 | Class 4 | Med | Rural | 584,000 | - | 158,000 | 321,000 | 18,000 | **$ 1,090,000** |
| **W17** | Future Road #10 | New 300 mm diameter watermain along future road in northeast corner of Stouffville, connecting W19 to W16 | 2020-2022 | Stouffville | A+ | 300 mm | 455 | Class 4 | Med | Rural | 306,000 | - | 84,000 | 171,000 | 10,000 | **$ 582,000** |
| **W18** | Future Road #11 | New 300 mm diameter watermain along future road in northeast corner of Stouffville, connecting W19 to W16 | 2020-2022 | Stouffville | A+ | 300 mm | 580 | Class 4 | Med | Rural | 390,000 | - | 106,000 | 216,000 | 12,000 | **$ 735,000** |
| **W19** | Future Road #12 | New 300 mm diameter watermain along future road in northeast corner of Stouffville, connecting W17 and W18 | 2020-2022 | Stouffville | A+ | 300 mm | 349 | Class 4 | Med | Rural | 235,000 | - | 65,000 | 133,000 | 7,000 | **$ 451,000** |
| **W20** | Future Road #13 | New 300 mm diameter watermain along future road in northeast corner of Stouffville, connecting W34 to Ninth Line | 2019 | Stouffville | A+ | 300 mm | 717 | Class 4 | Med | Rural | 482,000 | - | 131,000 | 266,000 | 15,000 | **$ 905,000** |
| **W21** | PRV Future Road | New Zone 1/2 PRV along W20. Exact location to be determined. | 2022-2025 | Stouffville | A+ | 0 mm | 0 | Class 4 | Low | Rural | 50,000 | - | - | 18,000 | 1,000 | **$ 69,000** |
| **W22** | Main Street | 300 mm watermain upgrade along Main Street from Ninth Line to Park Drive. One railway and one creek crossing. | 2019-2020 | Stouffville | A+ | 300 mm | 1105 | Class 4 | Low | Urban | 743,000 | 126,000 | 236,000 | 488,000 | 31,000 | **$ 1,880,000** |

**Note: This figure is excerpted from 2018 Water and Wastewater Master Plan, GM Blue Plan, 2018. The figure has been annotated by DSEL, Nov. 2022 for illustrative purposes only.**

TOWN OF WHITCHURCH–STOUFFVILLE

BluePlan ENGINEERING

## Table 26: Water Capital Program

| Master Plan ID | Project Name | Project Description | Year in Service | Municipality | Class EA | Size/Capacity | Length (m) | Class Estimate Type | Project Complexity | Area Condition | Base Construction Cost ($2018) | Crossings ($2018) | Additional Costs ($2018) | Soft Costs ($2018) | Non-Refundable HST ($2018) | Total Estimated Cost ($2018) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **W23** | Second Street | 200 mm watermain upgrade along Second Street from Ninth Line to Albert Street. | 2019-2024 | Stouffville | A+ | 200 mm | 345 | Class 4 | Low | Urban | 181,000 | - | 50,000 | 104,000 | 7,000 | **$ 399,000** |
| **W24** | Commercial Street | 150 mm watermain upgrade along Commercial Street from Church Street North to Mill Street | 2019-2024 | Stouffville | A+ | 150 mm | 144 | Class 4 | Low | Urban | 66,000 | - | 19,000 | 38,000 | 2,000 | **$ 148,000** |
| **W25** | Church Street North | 200 mm watermain upgrade along Church Street North from Main Street to Warriner Street | 2019-2024 | Stouffville | A+ | 200 mm | 276 | Class 4 | Low | Urban | 145,000 | - | 40,000 | 84,000 | 5,000 | **$ 321,000** |
| **W26** | O'Brien Avenue | 150 mm watermain upgrade along O'Brien Avenue from Main Street to Burkholder Street | 2019-2024 | Stouffville | A+ | 150 mm | 231 | Class 4 | Low | Urban | 105,000 | - | 29,000 | 61,000 | 4,000 | **$ 235,000** |
| **W27** | Lloyd Street | 150 mm watermain upgrade along Lloyd Street from Main Street to Rose Avenue | 2019-2024 | Stouffville | A+ | 150 mm | 375 | Class 4 | Low | Urban | 171,000 | - | 47,000 | 98,000 | 6,000 | **$ 377,000** |
| **W28** | Orchard Park Boulevard | 200 mm watermain upgrade along Orchard Park Boulevard from Main Street to Sunset Boulevard | 2019-2024 | Stouffville | A+ | 200 mm | 197 | Class 4 | Low | Urban | 103,000 | - | 29,000 | 60,000 | 4,000 | **$ 231,000** |
| **W29** | PRV Millard Street | New Zone 1/2 PRV along Millard Street. Exact location to be determined. | 2019 | Stouffville | A+ | 0 mm | 0 | Class 4 | Low | Suburban | 50,000 | - | - | 18,000 | 1,000 | **$ 69,000** |
| **W30** | Future Road #14 | New 200 mm diameter watermain along a future road from W16 to Cam Fella Boulevard | 2019 | Stouffville | A+ | 200 mm | 309 | Class 4 | Med | Rural | 162,000 | 30,000 | 53,000 | 108,000 | 6,000 | **$ 367,000** |
| **W31** | Mill Street | 200 mm watermain upgrade along Mill Street from Main Street to Freel Lane | 2019-2024 | Stouffville | A+ | 200 mm | 98 | Class 4 | Low | Urban | 51,000 | - | 15,000 | 31,000 | 2,000 | **$ 119,000** |
| **W32** | HWY 48 BPS | Decommissioning of the Highway 48 Booster Pumping Station. Would occur after extension from Ballantrae is complete (W33) | 2019-2024 | Ballantrae | A+ | 0 mm | 0 | Class 4 | Low | Rural | 50,000 | - | - | 18,000 | 1,000 | **$ 69,000** |
| **W33** | HWY 48 #3 | New 250 mm diameter watermain along HWY 48 from Spruceview Place to existing dead end. | 2019-2024 | Ballantrae | A+ | 250 mm | 1173 | Class 4 | Low | Rural | 704,000 | - | 149,000 | 308,000 | 19,000 | **$ 1,184,000** |
| **W34** | Future Road #15 | New 300 mm diameter watermain along future road in northeast corner of Stouffville, connecting W19 to W20. One railway crossing and one creek crossing. | 2022-2025 | Stouffville | Schedule B/Integrated Planning Approach | 300 mm | 1218 | Class 4 | Med | Rural | 819,000 | 295,000 | 304,000 | 618,000 | 34,000 | **$ 2,104,000** |
| **W35** | Lakeshore/Ninth | New 300 mm diameter watermain (twinned) along Ninth Line and Lakeshore Road from Musselman's Lake Elevated Tank to Connor Drive | 2019-2024 | Ballantrae | B | 300 mm | 2033 | Class 4 | Low | Suburban | 1,367,000 | - | 347,000 | 717,000 | 45,000 | **$ 2,760,000** |
| **W36** | HWY 48 #2 | New 300 mm diameter watermain along Hwy 48 | 2023 | Stouffville | A+ | 300 mm | 540 | Class 4 | High | Rural | 363,000 | - | 120,000 | 278,000 | 13,000 | **$ 784,000** |
| **W37** | Future Road #16 | New 300 mm diameter watermain along future road in northeast corner of Stouffville, connecting W30 to W16 | 2020-2022 | Stouffville | A+ | 300 mm | 268 | Class 4 | Med | Rural | 180,000 | - | 51,000 | 103,000 | 6,000 | **$ 351,000** |
| **W38** | York Durham Line #3 | New 200 mm diameter watermain along York Durham Line, between Bethesda Side Road and Main Street | 2020-2022 | Stouffville | A+ | 200 mm | 268 | Class 4 | High | Rural | 140,000 | - | 46,000 | 108,000 | 5,000 | **$ 304,000** |
| **W39** | Gormley Fire Protection | New 300 mm diameter fire protection watermain on Stouffville Road from Union Street west (347m) | 2022 | Gormley | A+ | 300 mm | 347 | Class 4 | Low | Suburban | 233,000 | - | 61,000 | 126,000 | 8,000 | **$ 486,000** |
| **W40** | Gormley Fire Protection | New 300 mm diameter fire protection watermain on Union Street from Stouffville Street south (453 m) | 2022 | Gormley | A+ | 300 mm | 453 | Class 4 | Low | Suburban | 305,000 | - | 79,000 | 163,000 | 10,000 | **$ 630,000** |
| **W41** | Future Road #4 | New 300 mm diameter watermain along Baker Hill Boulevard - Creek Crossing | 2019 | Stouffville | A+ | 300 mm | 180 | Class 4 | High | Rural | - | - | - | 193,000 | 9,000 | **$ 544,000** |
| **W42** | Master Plan | Water Master Plan | 2023 | | A+ | | | | | | | | | | | **$ 250,000** |
| **W43** | Future Study | Future Service Areas Study - Water | 2019-2021 | | B | | | | | | | | | | | **$ 250,000** |
| ***Total Program - 2041*** | | | | | | | | | | | | | | | | **$28,060,000** |

**Note: This figure is excerpted from 2018 Water and Wastewater Master Plan, GM Blue Plan, 2018. The figure has been annotated by DSEL, Nov. 2022 for illustrative purposes only.**

TOWN OF WHITCHURCH–STOUFFVILLE

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## Table 32: Wastewater Capital Program

| Master Plan ID | Project Name | Project Description | Year in Service | Class EA | Size/Capacity | Length (m) | Class Estimate Type | Project Complexity | Area Condition | Base Construction Cost ($2018) | Crossings ($2018) | Additional Costs ($2018) | Soft Costs ($2018) | Non-Refundable HST ($2018) | Total Estimated Cost ($2018) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **WW01** | Subtrunk 13 Extension | 200mm sewer on Highway 48 from Norman Jones Place to Bethesda Road | 2023-2026 | A+ | 200 mm | 600 | Class 4 | High | Rural | 340,000 | - | 109,000 | 252,000 | 12,000 | **$ 713,000** |
| **WW02** | Subtrunk 11 Extension | 250/300mm sewer on future road south of Main Street to YDSS West Trunk Sewer | 2022-2026 | Schedule B/Integrated Planning Approach | 300 mm | 545 | Class 4 | High | Rural | 343,000 | 470,000 | 260,000 | 603,000 | 28,000 | **$ 1,704,000** |
| **WW03** | New SW Sanitary Pumping Station | 40 L/s New SPS south of Sam's Way to existing Rougeview SPS forcemain | 2022-2026 | Schedule B/Integrated Planning Approach | 40 L/s | | Class 4 | Med | Rural | 920,000 | | 244,000 | 495,000 | 28,000 | **$ 1,687,000** |
| **WW04** | New SW Forcemain | 250mm forcemain from New SPS south of Sam's Way to existing Rougeview SPS forcemain | 2022-2026 | Schedule B/Integrated Planning Approach | 250 mm | 800 | Class 4 | Low | Rural | 480,000 | - | 101,000 | 209,000 | 13,000 | **$ 803,000** |
| **WW05** | Subtrunk 9 Extension | 375mm sewer on future road from the existing Rougeview SPS to the new SPS south of Sam's Way | 2022-2026 | A+ | 375 mm | 800 | Class 4 | Low | Rural | 537,000 | - | 113,000 | 233,000 | 15,000 | **$ 896,000** |
| **WW06** | Subtrunk 2 (Part 1 of 2) | 450mm sewer of future road (Subtrunk 2) | 2019 | Schedule B/Integrated Planning Approach | 450 mm | 525 | Class 4 | Low | Rural | 383,000 | 392,000 | 163,000 | 336,000 | 21,000 | **$ 1,294,000** |
| **WW07** | Subtrunk 2 (Part 2 of 2) | 375mm sewer of future road (Subtrunk 2) up to Tenth Line | 2019 | A+ | 375 mm | 350 | Class 4 | Low | Rural | 235,000 | - | 49,000 | 102,000 | 6,000 | **$ 392,000** |
| **WW08** | Subtrunk 1 Extension (Part 1 of 6) | 600mm sewer on York/Durham Line from the existing subtrunk 1 sewer north of Hoover Park Drive to Main Street | 2019 | Schedule B Completed | 600 mm | 700 | Class 4 | High | Suburban | 2,345,000 | - | 750,000 | 1,741,000 | 81,000 | **$ 4,917,000** |
| **WW09** | Subtrunk 1 Extension (Part 2 of 6) | 450mm sewer on York/Durham Line from Main Street to the norht limit of CamFella development | 2019 | Schedule B Completed | 450 mm | 720 | Class 4 | High | Suburban | 1,394,000 | - | 446,000 | 1,035,000 | 48,000 | **$ 2,923,000** |
| **WW10** | Subtrunk 1 Extension (Part 3 of 6) | 450mm sewer on York/Durham Line from the norht limit of CamFella development to Forsyth Farm Drive | 2018-2021 | Schedule B Completed | 450 mm | 205 | Class 4 | High | Suburban | 397,000 | - | 152,000 | 354,000 | 16,000 | **$ 1,000,000** |
| **WW11** | Subtrunk 1 Extension (Part 4 of 6) | 450mm sewer on Forsyth Farm Drive from York/Durham Line to Keeler Avenue | 2018-2021 | Schedule B Completed | 450 mm | 510 | Class 4 | High | Rural | 1,432,000 | 196,000 | 521,000 | 1,209,000 | 56,000 | **$ 3,414,000** |
| **WW12** | Subtrunk 1 Extension (Part 5 of 6) | 450mm sewer on Keeler Avenue from Forsyth Farm Drive to the connection to subtrunk 15 on future road to the north | 2019-2021 | Schedule B Completed | 450 mm | 150 | Class 4 | Med | Rural | 421,000 | - | 112,000 | 227,000 | 13,000 | **$ 773,000** |
| **WW13** | Subtrunk 1 Extension (Part 6 of 6) | 375mm sewer on future road east of Tenth Line from the connection to subtrunk 15 to Bethesda Road | 2020-2022 | Schedule B Completed | 375 mm | 1110 | Class 4 | Med | Rural | 745,000 | 418,000 | 308,000 | 627,000 | 35,000 | **$ 2,133,000** |
| **WW14** | Subtrunk 15 (Part 1 of 2) | 300mm on future road from the connection to subtrunk 1 to the west crossing Tenth Line | 2020-2022 | A+ | 300 mm | 580 | Class 4 | Med | Rural | 365,000 | 118,000 | 128,000 | 261,000 | 15,000 | **$ 886,000** |
| **WW15** | Subtrunk 15 (Part 2 of 2) | 300mm on future road west of Tenth Line and south of the Go Transit Railway | 2020-2022 | A+ | 300 mm | 610 | Class 4 | Med | Rural | 384,000 | - | 102,000 | 207,000 | 12,000 | **$ 703,000** |
| **WW16** | Subtrunk 3 Extension | 300mm sewer from the existing subtrunk 3 sewer north of Greenwood Road to the north side of the Go Transit Railway | 2020-2022 | Schedule B/Integrated Planning Approach | 250 mm | 160 | Class 4 | High | Rural | 411,000 | 118,000 | 169,000 | 393,000 | 18,000 | **$ 1,109,000** |
| **WW17** | Subtrunk 18 | 300mm sewer on future road from Baker Hill Boulevard to Bethesda Road (Subtrunk 18) | 2019-2021 | A+ | 300 mm | 590 | Class 4 | Low | Rural | 371,000 | - | 78,000 | 161,000 | 10,000 | **$ 620,000** |
| **WW18** | Subtrunk 18 | 300mm sewer on Bethesda Road from future sewer to the west of the creek (Subtrunk 18) | 2023 | A+ | 200 mm | 310 | Class 4 | Low | Rural | 176,000 | 235,000 | 86,000 | 178,000 | 11,000 | **$ 686,000** |
| **WW19** | Subtrunk 10 Extension | 450mm sewer onm Baker Hill Road from the existing subtrunk 10 sewer on Baker Hill Road to West Lawn Crescent | 2019 | A+ | 450 mm | 430 | Class 4 | Med | Rural | 313,000 | - | 83,000 | 169,000 | 9,000 | **$ 576,000** |

**Note: This figure is excerpted from 2018 Water and Wastewater Master Plan, GM Blue Plan, 2018. The figure has been annotated by DSEL, Nov. 2022 for illustrative purposes only.**

Detailed design has not commenced for these projects as of writing of this memo. These projects will not be in service by the planned date noted in this table

TOWN OF WHITCHURCH–STOUFFVILLE

BluePlan ENGINEERING

## Table 32: Wastewater Capital Program

| Master Plan ID | Project Name | Project Description | Year in Service | Class EA | Size/Capacity | Length (m) | Class Estimate Type | Project Complexity | Area Condition | Base Construction Cost ($2018) | Crossings ($2018) | Additional Costs ($2018) | Soft Costs ($2018) | Non-Refundable HST ($2018) | Total Estimated Cost ($2018) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **WW20** | Subtrunk 10 Extension | 450mm sewer on Ninth Line from Baker Hill Road to future road south of Bethesda Road | 2019 | A+ | 450 mm | 140 | Class 4 | High | Suburban | 102,000 | 896,000 | 326,000 | 756,000 | 35,000 | **$ 2,135,000** |
| **WW21** | Subtrunk 10 Extension | 450mm sewer on future road south of Bethesda Road east of Ninth Line | 2019 | A+ | 450 mm | 750 | Class 4 | Med | Rural | 547,000 | - | 145,000 | 295,000 | 16,000 | **$ 1,004,000** |
| **WW22** | Subtrunk 10 Extension | 375mm sewer on future road south of Bethesda Road east of Ninth Line | 2022-2025 | Schedule B/Integrated Planning Approach | 375 mm | 980 | Class 4 | Med | Rural | 657,000 | 985,000 | 435,000 | 886,000 | 49,000 | **$ 3,013,000** |
| **WW23** | Sandiford Drive Sewer | 200mm sewer on Sandiford Drive from | 2019 | A+ | 200 mm | 190 | Class 4 | Low | Suburban | 108,000 | - | 27,000 | 56,000 | 4,000 | **$ 215,000** |
| **WW24** | Rougeview SPS Decommission | Rougeview Sanitary Pumping Station Decommission | 2022-2026 | A+ | | 0 | Class 4 | Med | Rural | - | - | - | - | - | **$ 50,000** |
| **WW25** | Subtrunk 2 (Part 2 of 2) | 300mm sewer of future road (Subtrunk 2) up to Tenth Line | 2019 | A+ | 300 mm | 970 | Class 4 | Low | Rural | 610,000 | 118,000 | 153,000 | 316,000 | 20,000 | **$ 1,217,000** |
| **WW26** | Baker Hill Boulevard By-Pass | 300mm sewer of future road from Ninth Line to the connection to Subtrunk 10 on Baker Hill Boulevard | 2019 | A+ | 300 mm | 455 | Class 4 | Med | Rural | 286,000 | - | 76,000 | 154,000 | 9,000 | **$ 525,000** |
| **WW27** | Subtrunk 10 Extension | 450mm sewer on Baker Hill Road - Creek Crossing | 2019 | A+ | 450 mm | 200 | Class 4 | Med | Rural | 146,000 | - | 39,000 | 172,000 | 10,000 | **$ 587,000** |
| **WW28** | Subtrunk 13 Extension | 200mm sewer on Bethesda Road to Highway 48 | 2023-2026 | A+ | 200 mm | 255 | Class 4 | High | Rural | 144,000 | - | 46,000 | 108,000 | 5,000 | **$ 304,000** |
| **WW29** | Master Plan | Wastewater Master Plan | 2023 | A+ | | | | | | | | | | | **$ 250,000** |
| **WW30** | Future Study | Future Service Areas Study - Wastewater | 2019-2021 | B | | | | | | | | | | | **$ 250,000** |
| **WW31** | Flow Monitoring | Flow Monitoring Program (5 years) | 2019-2023 | | | | | | | | | | | | **$ 500,000** |
| ***Total Program - 2041*** | | | | | | | | | | | | | | | **$37,279,000** |

**Note: This figure is excerpted from 2018 Water and Wastewater Master Plan, GM Blue Plan, 2018. The figure has been annotated by DSEL, Nov. 2022 for illustrative purposes only.**

**ATTACHMENT 2: Excerpts from 2013 Functional Servicing Report for Whitchurch-Stouffville, IGI Group, 2013**

**Note: This figure is excerpted from 2013 Town of Whitchurch-Stouffville Functional Servicing Report, IBI Group, 2013. The figure has been annotated by DSEL, Nov. 2022 for illustrative purposes only.**

This is the Subject Property, and it was accounted for in the downstream system in 2013 W-S FSR

Settlement Boundary

7.50 ha 18 unit/ha

9.97 ha 18 unit/ha

9.76 ha 18 unit/ha

10,18 ha 18 unit/ha

13.76 ha 18 unit/ha

LITTLE ROUGE CREEK

STOUFFVILLE RESERVOIR

STOUFFVILLE CREEK

RECKER CREEK

PRIVATE SYSTEMS

TO YDSS

YDSS EAST

YDSS MAIN

YDSS WEST

TO 1

FUTURE DIVERSIONS

DRAINAGE BOUNDARY

15 SUBTRUNK NUMBER

EXISTING SUBTRUNK

PROPOSED SUBTRUNK

ALTERNATIVE SUBTRUNK

(450) PROPOSED SIZE UPGRADE

ABANDON

13.76 ha / 18 unit/ha POSSIBLE FUTURE SANITARY CONTRIBUTION

* CRITICAL ELEVATION (IF NOT ON SUB-TRUNK)

NOTES:

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| REV | DATE | DESCRIPTION | BY |
|---|---|---|---|
| 1 | MAY 31/13 | ISSUE 2 REPORT | GV |
| 0 | MAY 17/12 | DRAFT 1 REPORT | GV |

# FUNCTIONAL SERVICING STUDY UPDATE 2011

# SANITARY SEWER SYSTEM

TOWN OF WHITCHURCH-STOUFFVILLE

IBI GROUP
IBI Group
30 International Boulevard
Toronto ON M9W 5P3 Canada
tel 416 679 1930
fax 416 675 4620

DATE: MAY 17, 2012

SCALE 100m 0 200m

R 1

FIGURE 5-1

User Name: John Oliveros Plot Date\Time: Monday, June 10, 2013 9:43:06 AM Path and File Name: J:\york\c\c-_00\Work\York\stouffville-functional_servicing_fcf-sanitary.dwg

**ATTACHMENT 3: Potential post-Period Growth Flow Excerpts from 2018 Water and Wastewater Master Plan for Whitchurch-Stouffville, GM Blue Plan,2018**

**Note: This figure is excerpted from 2018 Water and Wastewater Master Plan, GM Blue Plan, 2018. The figure has been annotated by DSEL, Nov. 2022 for illustrative purposes only.**



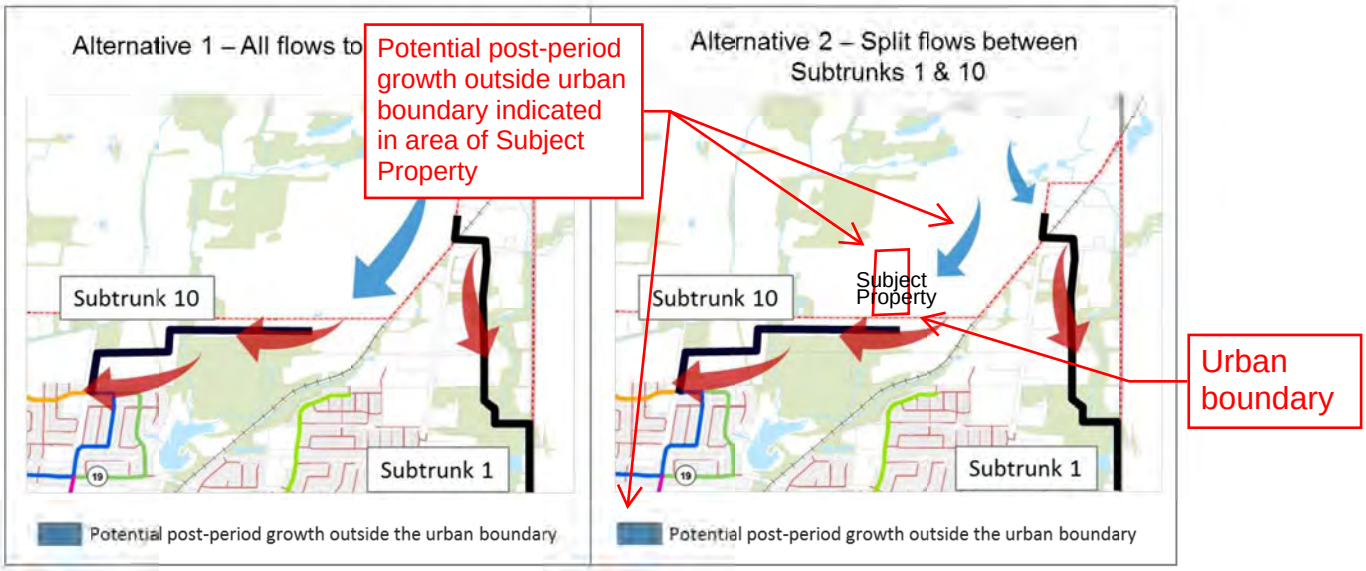


**Figure 41: Northeast Growth (Part A) Wastewater Servicing Alternatives**

Alternative 2 provides the best balance of flows and minimize the amount of infrastructure that could potentially require upsizing; therefore, Alternative 2 was carried forward.

### 3.6.1.5 Northeast Growth – Part B

The northeast growth area encompasses designated Greenfield Areas that are part of the Phase 3 developable areas in the Community of Stouffville. This area is projected to be mainly residential with some allocation for employment growth. Currently there is no wastewater service in this area and new infrastructure will be required to provide service for future growth.

This section outlines alternative servicing strategies to service growth in a small northeast area west of the GO Transit railway that lies within the existing urban boundary of the Community of Stouffville. This area is bounded by significant environmental features to the west and the Go Transit railway to the east and south. Additionally, the natural topography of the area drains southwest away from the existing and proposed infrastructure in the vicinity. As part of the Master Plan, the following alternatives to service the area were considered:

*Alternative 1* – Gravity solution to subtrunk 3

| Pros | Cons |
|---|---|
| Gravity solution avoids needs for new SPS and forcemain. Less operation and maintenance costs.<br><br>Gravity solution does not require use of energy and production of Green House Gas Emissions by SPS. | Requires environmental features (disruption to the environment) and railway crossings that are not on future road alignment.<br><br>Some sections >5m depth.<br><br>Sewers will most likely not be on a future road alignment. Project will need a separate Schedule B |